"All the News That's Fit to Print."

The New York Times.

THE WEATHER
Partly cloudy and continued warm Monday and probably Tuesday; light south winds.
For full weather report see Page 18.

VOL. LXV...NO. 21,380. NEW YORK, MONDAY, AUGUST 7, 1916.—SIXTEEN PAGES. ONE CENT In Greater New York, Jersey City and Newark. | Elsewhere, TWO CENTS.

GERMANS STRIKE AT NEW BRITISH LINE AT POZIERES

Recapture 40 Yards in Attack with Liquid Fire, but Are Repulsed Elsewhere.

LOST SIX TRENCH LINES

Teutons Taken by Surprise by Saturday's Furious Assault by Australians.

BRITISH GAIN TO THE EAST

Haig's Men Push Toward Martinpuich and Foureaux Wood—French In Local Fighting.

LONDON, Aug. 6.—The Germans delivered two strong counterattacks early this morning against the positions captured yesterday by the Australians northwest of Pozières, on the Somme front. Fighting also continues to the east as far as the Bois des Foureaux, (High Wood.)

The Australians' advance yesterday was in the nature of a surprise attack, and they swept through six lines of trenches without any serious opposition. The Germans returned for the inevitable counterattacks today, and at one point forced back the British line with the use of liquid fire. Later, however, according to the British official report this evening, all but about forty yards of one trench was retaken.

In the direction of Martinpuich, northeast of Pozieres, the British report a slight advance.

Elsewhere on the British front today there were the usual trench raids and artillery bombardments.

The official statement from General Headquarters issued tonight reads:

The enemy made two attacks early this morning on the ground we had gained northwest of Pozières. In one of these attacks, by the use of liquid fire, he temporarily forced us back along one of the trenches we had captured, but later we recovered all but some forty yards of the ground thus lost. In the other attack the enemy was repulsed with loss.

In the afternoon we made some progress along the trenches east of Pozières in the direction of Martinpuich.

Considerable artillery activity was reported near Carency and Loos.

South of St. Eloi we raided enemy trenches, causing many casualties.

The improved weather enabled useful work by our artillery in connection with the aeroplanes, and we destroyed several gun emplacements.

Advance at Foureaux Wood.

In the fighting last night the British made an additional slight advance at High (Foureaux) Wood, according to the official announcement this afternoon.

The statement follows:

The enemy's artillery was active during the night, shelling various areas on and behind the front between the Ancre and the Somme. A little further progress was made by us at High Wood.

Northeast of Arras the enemy, apparently alarmed by one of our patrols, opened a heavy bombardment, which lasted fourteen minutes. The situation is unchanged.

Progress for the French southwest of Estrées, on the Somme front, as a result of small engagements, was announced by the French War Office this afternoon. The text of the statement follows:

South of the Somme, two small local operations have enabled us to progress into German trenches southwest of Estrées.

North of the Aisne, an enemy surprise attack on our positions on the Vauclerc Plateau failed under the curtain of fire of our artillery.

On the Somme front our aeroplanes set on fire two German captive balloons.

Attacks Repulsed, Says Berlin.

BERLIN, Aug. 6, (via London.)—On the Somme, the battle near Pozières is still in progress, according to today's Army Headquarters statement. British local attacks near the river and at Foureaux Wood were repulsed. The text of the statement follows:

Fighting continues near Pozières. In the evening local enemy attacks at Foureaux Wood and directly north of the Somme were unsuccessful.

Northeast of Vermelles, in the Argonne, and on Combres Heights, we carried out successful mining operations. Enemy patrols were repulsed at several points. Some undertakings near Craonville and on Combres Height were successful.

At Fromelles an enemy aeroplane was shot down by our anti-aircraft guns, and one was shot down northwest of Bapaume in an aerial encounter.

FRENCH AT VERDUN GAIN MORE GROUND

Enlarge Positions Northwest of Thiaumont — Aeroplanes Make Many Raids.

PARIS, Aug. 6.—A further gain of ground by the French in local operations northwest of the Thiaumont work on the Verdun front was announced by

Continued on Page 3.

Allies Determined to Win, Rulers Tell King George

LONDON, Aug. 6.—Answers to the telegrams he sent to the heads of various allied nations on the second anniversary of Great Britain's entry into the war have been received by King George. The message from Emperor Nicholas of Russia, dated at General Headquarters, said: "I am equally determined that we in Russia shall make good the sacrifices which my brave troops and people have given to a just cause, which will bring the reward we seek, and that the peace for which we fight shall be secured by complete victory over our enemies."

From the Emperor of Japan the following was received: "After all the trials of the great defensive battle, the indomitable armies of the Allies are now marching forward, steadily and successfully, on all fronts. I beg your Majesty to believe I am entirely in accord with you in the strong determination to carry on the struggle until our common cause for right and freedom shall be fully vindicated."

The message from King Peter of Serbia said he had received with satisfaction the fresh testimony of an "inflexible determination to bring about the triumph of the noble cause."

KAISER GOES BACK TO THE WEST FRONT

Stops in Berlin to Confer with Ministers Regarding Food and the Political Situation.

EASTERN SITUATION CLEARS

Berlin Hears That Danger of Rumania Going to the Allies Is Now Over.

From a Staff Correspondent of THE NEW YORK TIMES.

Special Cable to THE NEW YORK TIMES.

BERLIN, Aug. 5, (via London, Aug. 6.)—The Kaiser, on his way from the east to the west front, spent several hours in Berlin today, calling on the Chancellor and also conferring with Dr. Helfferich, Minister of the Interior, who recently returned from a political visit to Saxony; Finance Minister Count von Roedern, and Herr Batocki, the Food Dictator. In political circles it was later said that the themes of the conferences had been the excellent outlook and the improving food conditions preparatory to the work for the flotation of the new war loan, and the latest favorable developments in the Rumanian situation.

I happened to see the Kaiser emerging from the Chancellor's palace after the conferences. He looked in fine trim physically, browned, and in high good spirits as he bowed acknowledgment to the homage and lusty hurrahs of the small crowd of Berliners that quickly gathered when the news was passed that the Kaiser was coming.

The Kaiser's shift from east to west is generally interpreted as indicating that Rumania and the great Russian offensive have now sunk to secondary importance, and that the centre of military gravity is again shifting westward.

Sofia dispatches say that all reports from Rumania in the last twenty-four hours unanimously agree that the Rumanian crisis may safely be regarded as passed and that Rumania will not give up her watchful waiting neutrality for the present at least.

Responsible political circles in Sofia had continued despite the alarming news of the last week to view the Rumanian situation calmly and doubted that Rumania would enter the war before decisive, or at least highly important events took place in the Eastern theatre of war. Despite this improvement in the situation, however, Bulgaria is continuing to watch Rumania closely, taking no chances. Well informed circles in Sofia attribute Rumania's hesitation about taking the plunge into the world war to the fact that the military help promised by the Russians was regarded as inadequate and also to worry over the ammunition question.

Political Sofia is laughing over an alleged utterance of a Rumanian diplomat that Rumania would very much like to declare war on Austria but not on Germany and Bulgaria. It is said that Rumania has not been allowed to labor under any delusion as to the possibility of imitating Italy by making private war on Austria alone. Assurances have been given that any warlike act against Austria will mean war with Germany and Bulgaria as well.

A report that after permitting three ammunition transports to reach Rumania, Russia suddenly discontinued the shipments is exciting interest here and if it turns out to be true should be significant for the immediate future.

BRITISH IN EGYPT DEFEAT TURK ARMY

Capture 2,500 Unwounded, Including Some Germans, in Battle of Romani.

LONDON, Aug. 6.—The strong Turkish force which attacked the British at Romani, twenty-two miles east of the Suez Canal, on Aug. 4, was defeated and put to flight by a counterattack, says an official statement issued today. The Turks are being vigorously pursued by the British, who have taken more than 2,500 prisoners, including some Germans. The official announcement says:

The general officer commanding in chief in Egypt reports under date of Aug. 5, 11:15 P. M., the following further details of the fighting in the vicinity of Romani on Aug. 5:

The enemy made a frontal attack on the British intrenchments, in conjunction with a flank attack around the southern flank, employing 14,000 men and heavy howitzers for the operation.

The frontal attack was unsuccessful. Before the flank attack our mounted troops retired slowly until the enemy

Continued on Page 2.

RUSSIANS TAKE 5,640 AUSTRIANS AND 6 VILLAGES

Storm Series of Heights South of the Sereth River, in Northeast Galicia.

HOLD STOKHOD ADVANCE

Are Resisting Counterattacks Made by von Hindenburg with All His Reserves.

HALT CARPATHIAN ATTACK

Reorganized Teuton Army Tries to Drive Back Across the Pruth Into Bukowina.

PETROGRAD, Aug. 6.—Since the loss of Brody by the Austrians and the successful operations of the Russians against the Germans, which resulted in their gaining the whole of the line along the Stokhod and the capture of several fortified villages considerably west of this river on the direct route to Kovel, the situation on the Russian General Brusiloff's front has remained virtually unaltered.

The Russians by no means have lost control of the initiative, but another wave of most energetic German resistance has set in, and the newly organized German army, which is composed of all available reserves and fresh recruits, has undertaken the task of changing its tactics from passive resistance to a most active counteroffensive. Field Marshal von Hindenburg's personal direction of the operations in this field is quite apparent, but it is not thought possible by the Russian observers that he can more than check temporarily the advance of the Russian forces upon Kovel.

Captured Positions Consolidated.

The Russians have succeeded in consolidating all the positions they won in the recent battle between the Stokhod and Kovel, except one village, which they were compelled to yield before a determined German counterattack. Meantime the Russians, by gaining control of the northern part of the Stokhod, where it crosses the Pinsk marshes, seemingly have effectively eliminated all danger of further flank attacks by the Germans and are now in a position to continue their progress along the direct routes to Kovel without fear of the possible encircling of their right wing.

The Austrians, concentrating on the roads to Lemberg, are endeavoring to hold their opponents in the region of the Sereth River, a few miles southwest of Brody. The Russians have already scored minor successes in this continuation of the Brody battle, but the strong Austrian defense leaves the outcome in doubt.

The extreme southern flank of the Austrian forces under General Pflanzer, which were so badly shattered after the fall of Czernowitz, has been partially reorganized and is making a new attack upon the left wing of General Brusiloff's forces in the region southwest of Kuty. This attack, however, is by small numbers of men, and military observers seem to think there is slight hope of their effecting any real change in the situation.

Official Version of Sereth Victory.

The War Office today made the following announcement:

South of Brody, on the banks of the Rivers Graberka and Sereth, obstinate fighting continued during the whole day for the possession of villages and heights. The enemy offered determined resistance and made several counter attacks. In the streets of the villages fierce fighting took place and it was necessary to drive the enemy out from house to house.

Our attack was crowned with success, all counter attacks of the enemy being repelled and his resistance broken. Our troops have taken the villages of Zvyjin, Ratische, Tchistopady, Meidzigory, Gnidava and Zalvoce and the entire ridge of heights between them. One of our gallant Cossack regiments made a cavalry attack on an enemy infantry battery to the southwest. In these engagements ninety-five officers and more than 3,000 men were taken prisoner.

In the region of Dora, Yaremche and Jablonitsa, on the River Pruth, to the south of Delatyn, the enemy took the offensive, but was brought to a standstill by our fire.

A later bulletin issued tonight says:

On the Rivers Graberki and Sereth the enemy launched a violent artillery fire against the regions we recently occupied.

According to late reports the total prisoners we captured Aug. 4 and 5 amounted to 140 officers, including a regimental commander, and over 5,500 men, while prisoners are continuing to come in. We took also numerous machine guns and bomb throwers.

Berlin Admits Austrian Defeat.

BERLIN, Aug. 6, (via London.)—Army Headquarters today communicated the following concerning the situation on the Russian front:

On the eastern front the Russians have been driven from the position to which they were still clinging near Zarecze, on the Stokhod, in Southern Volhynia. In the Carpathians German troops are continuing their successful operations. The west bank of the River Sereth near Zalocze and northwest of that place has been captured by the Russians. The statement reads:

Front of Field Marshal von Hin-

Continued on Page 2.

THE ROBERT TREAT HOTEL, NEWARK, 800 Rooms, offers ideal accommodations; 20 minutes from Manhattan. All Hudson tube trains running. Telephone 1000 Market. —Adv.

Lord Wimborne Is Reappointed As Lord Lieutenant of Ireland

LONDON, Aug. 6.—Baron Wimborne has been reappointed Lord Lieutenant of Ireland.

Lord Wimborne succeeded the Earl of Aberdeen as Lord Lieutenant of Ireland in 1915, the appointment dating from Feb. 17 of that year. His occupancy of the position was without incident until the outbreak of the revolt in Dublin last April, for which he was at first held to blame, and tendered his resignation in consequence.

Before the Royal Commission, under Baron Hardinge, appointed to inquire into the Sinn Fein uprising he with some spirit disclaimed any responsibility for the failure of the authorities to guard against it. He said that since the Chief Secretary for Ireland, Augustine Birrell, had dislodged the Lord Lieutenant in the Cabinet the Lord Lieutenant's powers had been entirely usurped by the Chief Secretary and the Under Secretary, his own functions being confined to unsolicited advice and energetic representation, which he said had been ignored. He was exonerated by the Royal Commission, who placed the blame squarely on the Chief Secretary, with the result that Mr. Birrell stepped down and out. Lord Wimborne's resignation was not accepted by the Cabinet.

Under Mr. Lloyd George's proposal for the provisional government of Ireland by a Home Rule Parliament during the war, which was accepted by the Nationalist leader John Redmond and by Sir Edward Carson for the men of Ulster, the Castle Government, which Premier Asquith himself had characterized as hopelessly inadequate, would have been abolished. John Redmond's refusal to accept any modification of the agreement reached with Lloyd George has apparently left the Premier no alternative but to revert to the ancient system, pending a settlement of the whole question of the government of Ireland by the Imperial Conference to be held after the war to regulate the affairs of the empire in general. In this conference all the self-governing dominions will take part.

LINER SAFE IN PORT FIRED ON 3 U-BOATS

The Re d'Italia, Chased Seven Hours in Mediterranean, Sent 15 Shots at Her Foes.

ONE APPEARED TO SINK

Three American Passengers Owe Lives to Forced Speed and Cannonade of Gunner Ugo.

The Italian steamship Re d'Italia of the Lloyd Sabaudo Line, which arrived late yesterday from Genoa, is the first merchant vessel to reach New York belonging to a belligerent nation that has fought off a submarine attack with her guns on the high seas.

Captain Amedeo Pinceti, who is only 34 years old, and who holds the rank of Commander in the Italian Navy, said the lives of the three American passengers on board and the 102 members of the crew were saved solely through the skill with which Andreini Ugo, a seaman gunner, directed the fire of two three-inch quick-firing guns, which are mounted to port and starboard of the Re d'Italia on her upper deck aft.

Fifteen shots were fired altogether at three submarines, which were in sight at 9:45 A. M., on Sunday, July 23, and Captain Pinceti and his officers believe the third shell that was fired struck and sank one of the undersea craft, because they saw a column of black smoke rise from the spot where her two periscopes had been located, and afterward only two submarines were visible.

Captain Pinceti said the two submarines pursued his vessel at a distance of a mile and a half astern until 4:30 in the afternoon, when they gave up the chase, apparently under the impression that the steamship was going to put into the harbor of Minorca, which was in sight on the starboard bow, and that they would get her as she came out.

Chased Liner Seven Hours.

During the seven hours that their periscopes were in sight from the afterbridge of the Re d'Italia the officers said the submarines never attempted to fire a gun or launch a torpedo, because they had no chance to come to the surface. The two guns, which have an effective range of five miles, frightened their commanders. One submarine emerged at 4:30, when she was about a mile away, as if about to open fire her guns, but her commander evidently thought better of it and disappeared again.

The speed of the Re d'Italia when she sighted the submarines was eleven knots. Spurred on by four stokers who had been on a torpedoed steamship off the African coast six months ago, the firemen succeeded in getting another knot out of the liner and kept the speed at twelve knots until it was dark. Several times the submarines tried to get to the port and starboard quarters of the steamship in order to launch torpedoes, but they did not succeed, as Captain Pinceti swung each time and their speed could not exceed the liner's because they were practically submerged.

The three Americans in the cabin were L. T. Koster, a veterinary surgeon; Paul Edwards of Jersey City, a fireman, and James Higgins of 903 Hill Street, Cincinnati, an assistant foreman horseman, who had all gone over on the Re d'Italia from New York to Genoa in charge of a cargo of cavalry remounts consigned to the Italian Government. Higgins said that the excitement was intense all the time the submarines were in sight, because the crew knew that the Re d'Italia was hardly fast enough to get away from them.

Tried to Manoeuvre for Attack.

"I was standing on the starboard side of the upper deck aft about 9 o'clock on Sunday morning when we were 200 miles out from Genoa," Higgins said, "and expected to sight the Balearic Isles before night. Suddenly the officer who was on the lookout for submarines on the after bridge called out to a quartermaster to tell the Captain he could see two submarines about a mile and a half away. I looked through a glass and saw two periscopes, sticks they looked like to me, standing out above the smooth surface of the water astern of us. One was a little on the starboard quarter and the other right in line with the rudder post. Each vessel had a little whitecap wave in front of her, which the first officer told me was the wash caused by their stems cutting the water. At 9:15 the submarines were on each quarter as if trying to get a chance to slap a shell or a torpedo at our craft.

"By this time the excitement on our ship was great and we were nearly as frightened as the Italian crew. I got my lifebelt and so did Mr. Koster and Mr. Edwards. A number of the crew did the same. The boats were all swung out at the davits from the time we sailed from Genoa on Saturday and were not swung in until after we left Gibraltar and all danger was past.

"At 9:30 o'clock," Higgins continued, "another submarine appeared, so we had two on the starboard and one on the port quarter, following us as fast as they could.

"The two guns were uncovered and the ammunition made ready for firing. Ugo, formerly a seaman gunner in the Italian Navy, was to do the firing, and the loading was done by his two assistants, Diginario and Volka. By this time Captain Dincetti had turned over the command on the bridge to the Chief Officer and had taken up his position on the after bridge to direct the firing. At 9:45 o'clock the three submarines were all together on the starboard quarter, about 2,400 meters away, when Gunner Ugo was ordered to open fire with the starboard gun. The first shot hit the surface near the submarines and sent a thin column of water into the

Continued on Page 4.

PLANT OF N. Y. SUN IMPERILED BY FIRE

Blaze Starts in Paper Storage Room, Melting Rollers of the Five Presses.

STAFF DRIVEN TO STREET

Morning Editions Printed at The Evening Mail—Repairs to be Made Early Today.

Fire in the paper storage room of The New York Sun, 150 Nassau Street, just below Spruce Street, melted the rollers on the five newspaper presses last night, making them temporarily useless. This morning's issue was run off on the presses of The Evening Mail at 203 Broadway.

So great a volume of smoke filled the district that crowds returning from Coney Island and others at Brooklyn Bridge became excited, and reserves from the Oak Street Police Station, under Captain Mahoney, were called to preserve order.

At about 9 o'clock last night Philip Crane, the Sun building watchman, smelled smoke while making his rounds. He told Henry Schultz, engineer of the building, and they started an investigation, tracing the smoke to the subbasement, where paper was stored. When they opened the door they saw that the room and contents were burning.

While Schultz ran to give the alarm Crane uncoiled a hose and attempted to fight the flames, but was driven out of the basement by the heat.

After the apparatus arrived fireman carried lines into the basement, but they, too, were driven out by the heat. Then Chief Kenlon ordered holes cut in the sidewalk, under which the end of the storage room lay, and the firse was fought from that quarter.

There was so much smoke and the blaze was so stubborn, Chief Kenlon ordered every one in the building out. All the members of the editorial staff were soon on the sidekalw. The composingroom force joined them, as did all others connected with the paper. The only members of The Sun forces not in the building at the time were the pressmen, who were not due until about 10 o'clock.

When Chief Kenlon saw that the fire would be smoky, he sent for the rescue squad, which arrived in time to take care of several firemen who were overcome. Dr. Archer was busy for some time, but none of the men was seriously injured.

The fire was extinguished after a half hour fight, and then it was found that there was about nine inches of water in the pressroom, and that the heat had melted the rollers of the presses. The available supply of paper, some of which would have been used for this morning's paper, was damaged by fire and water, and it was estimated that the loss would total $5,000.

It was announced after the fire that repairs on the presses would be completed in time for the printing of The Evening Sun.

SIX MORE SHIPS SUNK; 127 SURVIVORS LAND

Two British Vessels Torpedoed On Going to Rescue of an Italian Steamer.

LONDON, Aug. 6.—A British cruiser has arrived at Marseilles and disembarked 127 survivors from four vessels sunk by an Austrian submarine, according to a Havas dispatch. The ships destroyed were:

The Greek steamer Tricoupis, 2,387 gross tons, of Cephalonia.

The British steamer Tottenham, formerly the Harewood, 3,103 gross tons, of London.

The British steamer Favonian, formerly the Alwick, 3,049 gross tons, of Newcastle.

The Tottenham and Favonian were unarmed.

The sinking of the Italian steamer Siena, 5,553 gross tons, of Genoa, is also reported by Lloyd's.

The Tottenham and Favonian were sunk as they went to the rescue of the Siena, the sinking of which was reported yesterday.

Lloyd's also announces that the Danish steamer Jaegersborg, of 1,797 tons gross, has been sunk. There are twenty survivors.

Lloyds also reports the sinking of the British steamer Mount Coniston. She was a vessel of 3,018 tons.

A Copenhagen dispatch quotes the Norwegian newspaper Tidens Tegn, of Christiania, as announcing that the steamer Aaro, a British vessel of 2,603 tons, owned by the Wilson Line, has been torpedoed by a German submarine.

The Wilson Line stated today that the Aaro left Hull a week ago, and that the Norwegian agents report that two of her lifeboats, with provisions and life buoys, were found drifting outside of Tunkenaes Lighland, near Stavanger, Norway. No news of the crew has come to the agents.

GREAT CAR STRIKE MAY BE SETTLED TODAY; SHONTS AND MAHON AGREE ON THE TERMS; BOTH DIRECTORS AND STRIKERS TO VOTE

Railway Heads and Strike Leaders Agree To Settlement Plan of City Officials

Mayor Mitchel issued this statement last night on the steps taken to settle the street car strike in this city:

We have submitted certain proposals for a settlement of the street railway strike to President Shonts of the New York Railways Company and to the representatives of the striking employes. After a day of conference and discussion, a basis of settlement has been found and will be recommended by President Shonts to his Board of Directors for ratification, and by the representatives of the men to the employes for ratification by them. The meeting of the Board of Directors and the meeting of the employes will be held tomorrow, and upon ratification of the proposed settlement by both sides the men will immediately return to work, and service will be resumed on the entire New York railways system.

In the meantime, and pending the submission of the terms of settlement to both sides, it is deemed inadvisable to make them public. They will be made public immediately following the action of the railroad Directors and the men, whatever that action may be.

UNION LEADERS FIND TERMS ACCEPTABLE.

William D. Mahon, President, and William B. Fitzgerald, General Organizer, of the Amalgamated Association of Street and Electric Railway Employes of America, issued the following statement after a conference at the Bar Association:

We have been in conference the better part of the entire day with a committee composed of Mayor Mitchel, Chairman Straus of the Public Service Commission, and Julius Henry Cohen, special counsel to the commission, in an effort to reach a settlement of the New York Railways Company's strike. Terms have been agreed upon that will require the indorsement of the Board of Directors of the company, and the members of our union. We are not at liberty to give out the terms or discuss them in any way until they have been submitted to our people tomorrow morning at 11 o'clock.

We believe that, if the propositions which have been agreed to by the representatives of the company and ourselves are ratified, they will establish a very satisfactory agreement.

EXPECT OTHERS TO FOLLOW

Third Avenue Railway Board Will Meet This Morning.

AGREEMENT IS KEPT SECRET

Workers Believe Union Recognition to be One of the Concessions Granted.

$1 A DAY RISE ON INTERBORO

Every Employe of System Gets Advance "Till Further Notice" —A Quiet, Orderly Sunday.

After an all-day conference at the Bar Association, in which Mayor Mitchel and Oscar S. Straus, Chairman of the Public Service Commission, participated, Theodore P. Shonts, President of the New York Railways Company, and representatives of the Amalgamated Association of Street and Electric Railway Employes of America, reached a tentative agreement yesterday afternoon that may bring the strike of motormen and conductors on the green car lines in Manhattan to an end today.

The agreement was reached mainly through the efforts of Mayor Mitchel and Mr. Straus, who labored for nearly twenty-four hours to bring the company and its men together. While the negotiations did not concern any but the green cars, there seemed to be little doubt last night that if a settlement were effected by the New York Railways Company all the other strikes, excepting possibly thta on Staten Island would be ended at once on the same terms.

There was no announcement as to whether the union would assume the same status among subway and elevated railway men and Interborough employes generally as may be granted to it by the New York Railways, but labor men believed that it would, in view of the fact that both corporations have the same operating officers.

Neither Mr. Shonts nor Mr. Mahan would say whether the tentative settlement meant union recognition, but it was gathered from Mr. Mahan's attitude that it did.

Increase for Interborough Men.

While the Bar Association conference was in progress the Interborough management announced an advance of $1 a day to every employe "until further notice."

Mr. Shonts agreed to submit the tentative proposal to the Board of Directors of the New York Railways Company today, and the carmen's union will vote upon it at a mass meeting of strikers in Lyceum Hall, Eighty-sixth Street and Third Avenue, at 11 o'clock this morning.

Neither the representatives of the Carmen's Union, Mr. Shonts, nor any of the others who took part in the conference yesterday would reveal the terms of the proposed settlement, but strikers who heard Mahon speak at a meeting held last night were convinced by his words that recognition of the union was included. Should that prove to be true, the agreement will be a victory for the Carmen's Union which it has been striving for since the great strike of subway, surface, and elevated lines in Manhattan in 1905 resulted in the disruption of the organization in this city.

Edward A. Maher, Sr., Vice President and General Manager of the Third Avenue System, said last night that a meeting of the Board of Directors of that company would be held at 10:30 o'clock this morning to consider the strike situation. The Third Avenue Company's subsidiaries in Westchester County were the first to be involved and no cars have been running in Yonkers, Mount Vernon, and New Rochelle since July 22.

The New ork & Queens County Railroad is closely affiliated through stock holdings with the New York Railways Company and the Interborough Rapid Transit Company, and is expected to follow the action of the officials of the green-car system. W. O. Wood, President of the New York & Queens County Railroad, said last night that his only information of what had been done at the Bar Association had come through reporters and that he was in no position to make a statement.

Will Take Its Own Course.

R. L. Rand, Vice President of the Richmond Light and Railway Company, which operates the surface car lines on Staten Island, made a similar statement, although he intimated that his company would settle its quarrel with its striking employes in its own way, regardless of what had been done by the New York Railways Company.

No information could be obtained last night of what effect a settlement by the New York Railways Company would have on the Second Avenue system, but it was strongly intimated from unofficial sources that it would settle if the larger corporation did.

The fact that Mr. Shonts and representatives of the carmen's organization had begun negotiations became known

WHITRIDGE DENIES STRAUS'S CHARGE

Head of Third Avenue Co., Now Abroad, Says He Gave No Arbitration Pledge.

BLAMED FOR CAR STRIKES

Failure to Keep Promise Assigned by Public Service Chairman as Cause of Troubles.

LONDON, Aug. 6.—Frederick W. Whitridge, President of the Third Avenue Railway Company and the Union Railway Company of New York, sent to The Associated Press today from Pitlochry, Scotland, a message denying that he ever had agreed to arbitrate differences with the employes of his company.

"It is not the fact," said Mr. Whitridge in his message, "that I have at any time made any such agreement as you say the Public Service Commission charges me with having violated or forgotten."

At a hearing on street car conditions in New York on Friday, Chairman Oscar S. Straus of the Public Service Commission charged Mr. Whitridge with being responsible for the strikes on his system because of his violation of an agreement to arbitrate. Mr. Straus said:

"It appears that President Frederick W. Whitridge of the Third Avenue system in 1913 entered into an agreement with the men on the Yonkers and Westchester lins that all differences between them be arbitrated; and that even the question of whether or not a differenec at issue was arbitrable should also be submitted to arbitration.

"There appears to be no dispute that the men on the Yonkers and Westchester lines not only were ready to arbitrate the differences between them, but that they asked for the opportunity to arbitrate them."

Mr. Straus added that, with this agreement to arbitrate in force, the Directors had met on June 26 and turned over to Mr. Whitridge the handling of all matters concerning the men. Overlooking or forgetting this agreement, Chairman Straus said, Mr. Whitridge sailed for England on July 15.

The 1913 street car strike in Yonkers began and ended in January of that year, and at a conference held by the Public Service Commission of the Second District between the Strike Committee and President Whitridge, the latter, according to members of the board, promised to arbitrate differences with his men, the promise being made in the presence of the Commissioners, the committee of strikers, and the Mayor of Yonkers, although Mr. Whitridge flatly refused to put it into writing. As a safeguard to the employes, however, a stenographer reported for the commission, as a part of the record, what Mr. Whitridge said orally.

It was also said to have been agreed that a contention by either side that any question was not subject to arbitration should be submitted to the Chairman of the commission.

HAS NOT HURT HOTELS.

No Reduction in Number of Guests Since Car Strike Began.

New York hotel proprietors denied yesterday the report that the street car strike had had any effect upon the coming of visitors to New York.

At the Waldorf it was said that there had been no falling off because of the strike, and that there had been no cancellation because of the tie-up in the traffic facilities. The same opinion was expressed at the Hotel Astor.

At the Knickerbocker it was said that the scarcity of street cars made no difference to the hotel's patrons, because persons who come to the nickerbocker do not ride in street cars anyway.

POLICE GIVE UNION FREEDOM OF CARS

Strikers May Solicit Motormen and Conductors to Quit if Threats Are Avoided.

LITTLE SUNDAY DISORDER

Police, Mobilized at 100 Danger Points, Find No Riots to Quell —Ready to Guard 600 Cars.

Frank Lord, Deputy Police Commissioner, told striking motormen and conductors at a mass meeting in Lyceum Hall, Eighty-sixth Street and Third Avenue, yesterday that they had the right to board street cars to seek recruits for the carmen's union. He said that so long as solicitation was carried on without threats or intimidation or hindrance to operation policemen on the cars would not interfere with representatives of the union. Mr. Lord's announcement was greeted with a cheer plainly heard in the street.

"The police," he said, "are compelled to recognize the rights of all; of the companies, of passengers, and of the union. If passengers ride on cars they are entitled to protection, and if the company can get men to run these cars it is the duty of the police to protect them also.

"But the police are not on the cars to prevent members of the union from boarding cars. You have just as much right to ride on these cars as anybody, and there is nothing to prevent you from asking motormen and conductors to join your organization. The policemen on these cars are not there to hinder you from endeavoring peacefully to carry on your work. They are there merely to see that there is no trooble, that passengers are protected, and that those who want to work may do so without molestation."

The Deputy Commissioner praised the strikers for refraining from violence. He said there had been no real rioting and few outbreaks.

Strong-Arm Men Eliminated.

"Two policemen are now riding on the cars of the New York Railways Company," he said. "The cars are being amply protected, and if motormen and conductors continue to quit it will be because they want to quit and not because they are being intimidated."

Strong-arm men, Mr. Lord said, had very largely been eliminated from the strike situation.

"These Chinatown Johnnies are willing to work any place where they can smell money," he said, "but we are determined to hustle them out. Violence will not do the carmen's union any good. If some irresponsible person strikes some man over the head, the blame will fall on you, and the act will be widely advertised. It is therefore to your interest to keep order and to conduct this strike in an orderly way."

Strong details of policemen, mobilized at a hundred or more focal points from which they could be rushed to probable scenes of strike trouble were on duty all day yesterday, but found little to do. The strikers seemed to be heeding the counsel of their leaders not to alienate public sympathy by deeds of violence.

High police officials said that complaints of disorder and intimidation had come from officials of the street railway companies, which investigation had proved to be either exaggeration or false. As a result there was a distinct feeling of resentment toward executives and operative officials.

In response to every complaint of in-

Continued on Page 2.

early yesterday, and occasioned some surprise, as at one time during the day, the number of the company's cars in operation was almost up to the regular Sunday schedule.

The Mayor's Statement.

The news was finally given out at the close of the conference by Mayor Mitchel's secretary in the following typewritten statement:

Last night (Saturday) the Mayor went to White Plains for a conference with Chairman Straus of the Public Service Commission. At this conference it was agreed that the Mayor and the Chairman of the Public Service Commission would act together in a further endeavor to secure a settlement of the street railway strike.

The Mayor and Chairman Straus agreed upon a statement of principles an dprogramme of settlement, to be submitted to the men and to the company. Conferences were arranged for today, (Sunday.) A conference was held at the Bar Association, beginning at 10:30 o'clock this morning and lasting until 2 o'clock between William D. Mahon, William B. Fitzgerald, Hugh Frayne, and Louis Fridiger, as attorney, representing the men, and the Mayor, Chairman Straus, Julius Henry Cohen, special counsel for the Public Service Commission, representing the city. Later, at 3 in the afternoon, a conference was held between Mr. Shonts, his attorney, James L. Quackenbush, the Mayor, Chairman Straus, and Mr. Cohen, which lasted until 6 o'clock, and a third conference was later held with the representatives of the men.

As a result of the day's work, the following statement was given out by the Mayor and Chairman Straus:

"We have submitted certain proposals for a settlement of the street railway strike to President Shonts of the New York Railways Company and to the representatives of the striking employes. After a day of conference and discussion a basis of settlement has been found and will be recommended by President Shonts to his board of directors for ratification, and by the representatives of the men of the employes for ratification by them. The meeting of the board of directors and the meeting of the employes will be held tomorrow (Monday) and upon ratification of the proposed settlement by both sides, the men will immediately return to work, and service will be resumed on the entire New York Railways system.

In the meantime, and pending the submission of the terms of settlement to both sides, it is deemed inadvisable to make them public. They will be made public immediately following the action of the railroad directors and the men, whatever that action may be."

Details Refused.

Reporters swarmed about the Mayor as he left the Bar Association, but he said he had nothing to say beyond what was contained in his statement.

"It was thought best by those taking part in the conference to withhold all details until after the agreement had been ratified or rejected," he said. "It was feared that publication of the terms in the newspapers would excite discussion that might defeat the efforts of those involved."

Mr. Mahon, Mr. Fitzgerald, and counsel for the Union and for the New York Railways Company also refused to talk.

The representatives of the carmen's organization later called a meeting of striking employes of the New York Railways Company in the Central Opera House, Sixty-seventh Street and Third Avenue, which was attended by about 1,500 men. President Mahon made the following speech:

"We had hoped to be able to report at this meeting that a settlement had been reached between the New York Railways Company and its striking employes, but I am not able to do so.

"We have been discussing propositions with the manager of the company and have reached a tentative agreement upon them. They cannot be made known tonight, however. The manager had no authority to ratify the agreement and will therefore submit it to his Board of Directors tomorrow morning.

"We on our part will hold a closed meeting of the New York Railways employes at the Lyceum tomorrow morning at 11 o'clock. We have worked hard all day on these propositions, and we feel on the verge of a new era for the street car men of this city. There has been a good deal of bitterness on both sides, but I hope we have now reached a satisfactory agreement between the company and the organization.

Warned That Strike Is Still On.

"Please remember, however, that the strike is not yet settled, and will not be settled until we ourselves have settled it. The cars will not be run by you until an agreement is reached.

"You will keep on striking until we have decided to settle this matter. We are pledged not to talk until we know what the other side will do."

There was a great outburst of cheers when Mr. Mahon referred to a possible settlement, and also when he had finished speaking. Apparently the men at the meeting took it for granted that a settlement with the New York aRilways Company would mean a settlement with other companies, for it was announced by P. J. O'Brien, the Fifth International Vice President of the union, who preside, that the striking employes of the Third Avenue Company would hold a mass meeting at 2 o'clock this afternoon in Lyceum Hall, and the striking employes of the Second Avenue Line at 10:30 o'clock this morning in Mozart Hall, 328 East Eighty-sixth Street.

While Mr. Shonts and Mr. Hedley declined to discuss the Mayor's statement, apparently taking the stand that it spoke for itself, the temporary headquarters established at the car barns at Seventh Avenue and Fiftieth Street were pervaded last evening by an atmosphere pregnant with excitement and foreshadowing probable important developments.

The long-distance wires were kept busy getting President Shonts into touch with Directors half way to the Pacific Coast, and it was evident that, whatever action was to be taken, it was serious enough to have warranted President Shonts in dividing the responsibility with his scattered Board of Directors. On the other hand, employes who have been working in the impromptu offices practically without rest since the strike became general left early for a supper at some downtown restaurant and a good night's rest.

The possibility of a strike on the subway and elevated lines of officials was not discuss, nor did they consider it necessary to comment on the additional pay authorized by President Shonts to all Interborough employes. It was noted that every effort was being made to get a copy of the circular announcing this additional pay into the hands of every subway employe before he left for his home last night.

$1 a Day Raise for Interborough Men.

The Interborough advance was announced in this circular:

INTERBOROUGH RAPID TRANSIT CO.
Office of Vice Pres. and Gen. Man.
165 Broadway,
New York, Aug. 6, 1916.

Traffic in the subway and on the elevated lines being temporarily increased by disturbed surface railway conditions, thereby putting extra burdens on our employes, it is announced that all Interborough employes in every department, will receive one dollar per day extra pay until further notice, commencing Sunday morning, Aug. 6, 1916.

FRANK HEDLEY,
Vice President and General Manager.
Approved:
T. P. SHONTS, President.

Even though the peace negotiations were in progress, both sides maintained during the day the same firm stand that has characterized the fight from the start.

Frand Lord, Deputy Police Commissioner, told a meeting of strikers that union men had as much right as other citizens to ride on street cars and that there was no law to prevent them from soliciting motormen and conductors to join the union and quit work so long as there was no effort at intimidation. He said the policemen on the cars would not interfere with that right. He also praised the orderly methods of the union.

Some high police officials complained that trolley officials seemed to be hysterical and had called for help to quell purely imaginary disorders.

There was so little disorder yesterday that many of the policemen who have been mobilized at about 100 points in the danger zones were allowed to go home last night. Department heads figured yesterday that they could guard all power houses and barns and still spare two men for each of 600 cars if needed.

Service Approaches Normal.

Figures issued by the Police Department showed that the New York Railways at one time yesterday had within seven of the normal number of cars for Sunday in operation. The statistics for that company and for all the other companies involved in the strike follow:

Companies	Sunday Normal.	Weekday Normal.	Yes'day Maximum.
N. Y. Rys.....	328	1,291	321
Third Avenue...	160	505	81
Union Rys.....	252	200	104
Richmond Ry...	02	120	24
N. Y. & Queens.	115	161	73
Second Avenue..	100	115	30

The police figures showed, however, that fewer cars were started by all the companies at 9 o'clock yesterday morning than on Saturday at the same hour. The early schedules gave headways of seven to fifteen minutes, but when the cars became "bunched" later the intervals became longer in some cases. As many as five cars would pass given corners within ten minutes, and probably twenty-five minutes would elapse before another came along.

The service furnished by the New York Railways Company in the downtown sections was fairly good all day, and persons who desired to ride on the cars of the Third Avenue Company from 125th Street down Broadway to Forty-second Street and across town on that street had little difficulty in finding cars. Forty cars were run by the Third Avenue Company on Grand Street between 7 A. M. and noon, and the Union Railways Company had 35 of its cars in operation in the Bronx by 11:30 o'clock in the morning.

Either the presence of the 7,000 policemen on strike duty or the policy of no violence adopted by the union made the number of outbreaks almost negligible.

The New York Railways Company began preparations for manning its lines with strikebreakers. One collection of 150 men was taken to a piece of track near the Polo Grounds to demonstrate their efficiency, and others were said to be housed in the barns. There was a noticeable increase in the number of ununiformed men on cars of all lines and their presence excited resentment and epithets. The police announced that the department would take notice of the ability of new men so as to be sure they did not become a menace in the streets.

Service in Queens.

President Wood of the Queens lines said in the afternoon that some of his men had returned and were at work. He said that all who applied would be taken back, unless there was some special reason for rejecting them. The Queens service was shut down again at dark, after the company had operated about one-third of its cars through the day. The crowds at the beaches and resorts in Queens were cut to about one-fourth the usual Sunday number, and few stayed after the car service had ended. Resort proprietors clubbed together and ran a bus service. The Long Island Railroad ran extra trains on its lines in the region affected by the strike, but had little additional traffic. Strike pickets gathered about the Queens Railway barns, but there was no disorder.

Notwithstanding the strike on Staten Island, South Beach and Midland Beach had 100,000 visitors in the daylight hours yesterday. At night the beaches were practically deserted.

The steam cars of the Staten Island Rapid Transit System ran six-car trains to South Beach on five minutes' headway from St. George, but the service on the municipal ferry from the Battery came in for many complaints. There were not enough seats, and thousands had to stand on the ferry trips.

The Richmond Light and Railway Company ran four cars for a time and later only two between South Beach and Midland Beach. No other trolley cars moved on the island, and sixty-five strikebreakers were housed in the Tompkinsville depot, and more are expected today. The company announced it would start cars on all lines at 6 o'clock this morning.

Although the trolley lines gave better facilities for travel yesterday than had been expected, thousands of persons who, usually seek Sunday recreation in regions that are dependent upon surface cars for access stayed at home. There was a marked decrease in travel to New Jersey and Long Island north of Brooklyn, and to the resorts about Manhattan, not reached by subway or elevated. The stay-at-homes made it easy for the trolley lines, and there was no crowding or serious inconvenience.

Wilson Hears of Settlement.

After the meeting in the Central Opera House last night the representatives of the carmen's organization returned to the Continental Hotel, Broadway and Forty-first Street, the headquarters of the union leaders in this city. The news that a settlement was pending reached William B. Wilson, Secretary of the United States Department of Labor, who came to New York City yesterday to hold a conference with Samuel Gompers, the President of the American Federation of Labor. Mr. Wilson seemed greatly interested.

The Secretary of Labor had informed reporters earlier in the day that his department was ready to arbitrate the differences between the strikers and the companies, although he insisted that he had not come to the city for the purpose of offering his good offices.

"The Department of Labor has arbitrated car strikes in Indianapolis, Wilkesbarre, and Washington, D. C.," he said. "It is the business of the department to do this, whenever it can. We could only intervene in the strike situation in New York City, however, if requested to do so either by Mayor Mitchel or by one of the parties in the dispute. My visit to New York City was not planned with this in view. I am here to talk to Mr. Gompers on an entirely different matter. Mr. Gompers told me he expected to be here either this afternoon or tomorrow afternoon, and I thought it best to meet him here, as I was returning to Washington from my home in Bossburg, Penn."

At the time of this interview with Secretary Wilson the air was full of rumors of possible attempts to extend the strike of the motormen and conductors. Timothy Healy, President of the International Association of Stationary Engineers, had announced that a meeting of firemen and engineers employed in the power houses of the traction companies would be held at 211 East Forty-fifth Street tonight.

Mr. Healy told reporters that a vote would be taken at that meeting to decide whether the firemen and engineers would also go on strike. He said there had long been a grievance among these employes, growing out of low wages and working conditions, and that they were prepared to take advantage of the present opportunity to compel the companies to better conditions.

It was also announced that the employes of the Interborough Company on the subway and elevated lines had given the company until Wednesday to grant their demands. The seriousness of the situation as affecting the underground and elevated lines was relieved, however, when Mr. Shonts, who is President of the Interborough Company as well as of the New York Railways Company, announced that the 12,000 employes of the Interborough would receive $1 a day extra pay until further notice. This addition to the pay of these employes is far greater than the new rates demanded by them on last Friday.

INTERBOROUGH PUTS UP PAY.

All Employes Are to Get $1 a Day More "Until Further Notice."

Before it was known yesterday that the street railway officials and the heads of the union were considering terms for the settlement of the car strike the Interborough Rapid Transit Company announced that it would increase by a dollar a day, "until further notice," the pay of its employes. A notice to this effect, signed by President Shonts and General Manager Hedley, was sent to all the men, especially those engaged in the operation of the trains of the system. This is the order:

Interborough Rapid Transit Company,
Office of Vice President and General Manager, 165 Broadway.
New York, Aug. 6, 1916.

Traffic on the subway and on the elevated lines being temporarily increased by disturbed surface railway conditions, thereby putting extra burdens on our employes, it is announced that all Interborough employes in every department will receive $1 per day extra pay until further notice, commencing Sunday morning, Aug. 6, 1916.

FRANK HEDLEY,
Vice President and General Manager.
Approved:
T. P. SHONTS, President.

Neither Mr. Shonts nor Mr. Hedley would discuss the company's action. Both were attending a conference in the Seventh Avenue and Fiftieth Street barn when the notice was made public.

If the men employed by the Interborough were organizing with a view to striking there was no evidence of it yesterday, and the expressions of approval that followed the announcement of the temporary increase in pay showed that there were many who had no inclination to strike.

At the headquarters of the carmen's union in the Continental Hotel, Broadway and Forty-first Street, nothing was given out yesterday regarding the Interborough situation. William D. Mahon, President of the union, said that the work of organizing the men on the subway and elevated lines was proceeding satisfactorily.

"Will they be called out in the near future?" he was asked.

"I don't know," Mr. Mahon replied.

CROWDS STAY AT HOME.

Strike Discourages Thousands from Holiday Outings.

Newspaper headlines or the sight of policemen on the cars were necessary yesterday to make the casual city traveler aware that a great trolley strike was in progress. The outlying boroughs which are affected suffered somewhat, but, in Manhattan almost normal Sunday service was maintained until the companies decided again at dark to take off all cars.

Expecting scantier travel opportunities than were offered the people who usually go about on Sundays, materially assisted in avoiding overcrowding and congestion by staying at home.

During the mid day hours when travel is normally heaviest there was not even an unwonted crowding in the subway and on the elevated lines, and many trains ra with empty seats in mid-afternoon.

Though the New York Railways Company at its maximum yesterday operated within seven of the normal Sunday schedule of cars, police experts who have been studying the strike asserted that the company evidently was operating all it could, and that had it been a work day, when the normal is nearly four times as great, the company probably could not have manned more rolling stock.

Two-fifths Service in Bronx.

The Third Avenue system ran about half the number of cars it usually sends out on Sundays, and the Bronx lines, which use a few more cars on Sundays than on week days because there is more holiday surface travel, kept about two-fifths of the usual number going.

Despite the general freedom from disorder, citizens still seemed timid about boarding cars. The strikers declared that many thousands were refraining from riding through sympathy with their cause.

The lack in numbers on all lines was overcome wherever possible by cutting down the headway between cars and increasing speed, thus putting each car over the route several times in the day.

The public which walked felt the effects of the strike sharply during a few lively rain squalls early in the afternoon. Hundreds of persons accustomed to board a car to go even a few blocks to avoid getting wet looked longingly at empty tracks, and some were soaked waiting for conveyances. But the rain and threatening clouds which outlasted it helped to relieve the situation by discouraging many persons from leaving their homes.

Proprietors of taxicabs and motor vehicles again found the diminished trolley service highly profitable. Many owners who believe the city will not rigidly enforce the ordinances requiring drivers of public vehicles to have licenses during the strike continued yesterday to put their private cars into public service.

Fifth Avenue Busses Busy.

The Fifth Avenue busses got more than their share of traffic, and the company operating them increased its service to the maximum to take care of the business.

City parks for a time were nearly deserted, but as the public learned in the course of the day that little more than usual difficulty would be experienced in reaching them, they soon became as populous as usual on Summer Sunday afternoons.

Some corporations put a system of motor bus transportation into use for their employes yesterday, and business concerns of all sorts planned to provide emergency transportation today if the traffic situation is serious.

The New York Telephone Company had a score of buses running between Bronx exchanges and those in the less accessible parts of Manhattan. Operators who were due at various exchanges at early morning hours reported at the exchange nearest their homes and from there were taken by bus to the exchanges to which they were assigned.

New Yorkers whose habit it is to seek Sunday recreation to the North and South, or across Brooklyn to Coney Island, apparently reached their resorts in undiminished numbers yesterday. The subway and elevated lines, which have always handled the larger part of this traffic, were able to take care of it with little difficulty.

Many Kept from Jersey.

About 25 per cent. of the New Jersey bound travelers, at least of those who have been accustomed to take the ferries from Desbrosses Street north, stayed at home. These ferries have been fed largely by the crosstown surface lines, and ticket agents reported a marked decrease in sales.

At the Pennsylvania ferry at Desbrosses Street the railroad ticke agent said he had been accustomed to sell an average of 300 round-trip tickets to Newark each Sunday. Yesterday the sales fell below 100. The ferry agent reported a smaller decrease, although his sales fell off appreciably.

Many of the people who have used this ferry on Sundays come from the east side and Brooklyn, and with the crippled crosstown service those who continued their habit of visiting New Jersey took the east side elevated lines to South Ferry and came up on the Ninth Avenue line. The elevated ticket agents reported a marked increase in travel of this kind.

At the West Shore Ferry at Forty-second Street the ticket agent reported no decrease in the sale of railroad tickets, but said the number of ferry tickets had fallen off more than 50 per cent. The Fort Lee Ferry record also showed a decrease.

Hudson Boats Affected.

The downtown ferries, notably the Lackawanna Ferry at Barclay Street, depend little on surface cars for their patronage, and the agents reported the usual stream of Sunday travel on its way to and from the elevated lines and excursion boats.

At the Hudson Navigation Company's offices at the pier at the foot of Dessbrosses Street it was said that they, too, had apparently suffered from the tie-up of crosstown lines, as they usually turn away people from their Sunday Hudson River excursion boats. Yesterday they got barely a comfortable crowd.

The railroads, including the Pennsylvania, the New York Central, and the Hudson Tube, which care for suburban traffic, reported normal Sunday crowds. Officials of the roads said that as long as the subway and elevated lines remained open their traffic would not be affected.

REFUTE HEDLEY'S FIGURES.

500 Men Respond to a Count at Strikers' Meeting.

P. J. O'Brien, Fifth International Vice President of the Carmen's Union, who presided at a meeting of the strikers in Lyceum Hall, Eighty-sixth Street and Third Avenue, yesterday, told Deputy Police Commissioner Lord that Frank Hedley, General Manager of the New York Railways Company, was mistaken in asserting that only 154 employes of that company had joined the strikers. Turning to the audience, Mr. O'Brien said:

"Will those who are employes of the New York Railways Company please stand?"

About 500 of the men stood up, shouting at the top of their voices.

"I never heard 154 men shout like that," said the Deputy Commissioner. He received an ovation as he left the hall.

Vice President O'Brien of the union said the strikers were certain to win and that if those who were in the hall would go out and work a settlement would be forced in seventy-two hours.

"New York is the place where most of the strikebreakers in the United States come from," he said. "And yet the companies have not been able to get enough men to run their cars."

John Murray, a striking motorman of the Fourteenth Street line, said to have been one of the 124 men who called on Mayor Mitchel and asked that those who remained loyal to the company should be protected, told those at the meeting that the spokesmen for the delegation had not expressed the sentiment of a majority of the company's employes. Instead of 94 per cent. being with the company, 94 per cent. were with the union, he said.

M. Alphonso, a conductor on the Sixth Avenue line, said he had worked for the New York Railways Company for fifteen years. He had children and his wife was an invalid, he said, but he was determined to stand by the union.

PLAN FOR STRIKEBREAKERS.

New York Railways Co. Puts 150 Men Through Efficiency Test.

That the New York Railways Company is preparing to put strikebreakers on its cars if the strike is not settled soon was shown yesterday when the company took 150 men to a stretch of track near the Polo Grounds to demonstrate their ability to operate cars.

The men had been housed in the Ninety-ninth Street barn. They were taken under police protection to the 155th Street barn and from there in small squads to the testing track. How efficient they proved was not learned.

A high police official said that the police were not directly concerned with strikebreakers, but would exercise supervision over them the moment they begin to operate vehicles which might become a street menace in incompetent hands.

The Third Avenue Railway Company continued to operate some cars with strikebreakers yesterday and the number on the green cars of the New York Railways Company was noticeably larger than on Saturday. Car crews not in uniform appeared on nearly all lines. Uniformed men attracted much attention as their cars passed through the streets and many hard names were applied to them.

Police officials said again yesterday that they knew of no accumulations of strikebreakers kept in reserve any place outside of car barns. They said that squads were housed in some barns, but that the department had not yet felt it necessary or proper to take any official notice of their presence.

HEALTH SERVICE FEELS STRIKE

City May be Forced to Hire Autos for Paralysis Workers.

The work of the Department of Health in the epidemic of infantile paralysis would be impeded unless the strike of street railway employes was settled soon, the authorities agreed yesterday. If the strike continued to spread, they said, the department would be forced to hire automobiles and taxicabs.

"So far," said Deputy Health Commissioner Billings yesterday, "our work has not suffered much, because we have been fortunate in obtaining automobiles for investigators, diagnosticians, and nurses. We had the most trouble yesterday in Queens, where distances are great, but we managed to obtain the use of physicians' automobiles in addition to the three Department of Health automobiles, and with them were able to keep our forces at top speed."

Dr. Billings said that his private automobile and that of Health Commissioner Emerson had been turned over to diagnosticians and nurses, and that every available city automobile had been requisitioned. In addition, he said, physicians' cars had been offered and used all over the city. Many of the physicians in the service of the Department of Health, he added, had their own automobiles.

Inspectors in the crowded districts of Manhattan, he said, had had little trouble, because they usually could walk the short distances in the territory assigned to them. Difficulties would multiply, he said, in Washington Heights, Queens, Richmond, and the outlying districts of Brooklyn if the strike continued.

"But it's all a question of money," the Deputy Commissioner added. "If we find that we can't do our work with available conveyances, we shall simply have to engage taxicabs by the day. Of course this will increase materially the cost of fighting the epidemic and we may have trouble in obtaining sufficient funds, but I believe that the city will allow us whatever we need, for the work must go on."

The Department of Health had issued no general appeal for automobiles, Dr. Billings said.

REDUCED SERVICE IN QUEENS.

Beaches and Resorts Get Small Crowds—Cars Stop at Dark.

President William O. Wood of the New York & Queens County Railway Company said yesterday afternoon that he had already taken back and put to work some of the men who had struck and that places were open for more of the men if they desired to go to work.

"We are now operating with the men we have and we are ready to increase our service with all the men we can get. Every application received will be carefully considered and no worthy man will be turned down until we have a full complement.

"We succeeded today in operating fifty-nine runs of the regular Sunday schedule of 155. The best part of the service was given to the Steinway Line, which runs to North Beach, and the College Point Line, which reaches a number of picnic groves. The other important lines running to Flushing in Jackson Avenue and Astoria had a fair service, while the service on the short lines in Broadway, Vernon Avenue, and Flushing Avenue was abridged. The Calvary Line, which carried passengers to Celtic Park, also had service."

So that there might be no misunderstanding, the management posted signs at the terminal of the Queensboro Bridge in Manhattan saying that the last cars left there at 7 o'clock.

The traffic on all cars was heavy during the day. Some of the patrons were inclined to get cross about the limited service and the long wait between cars and the crowds in the cars. The conductors have been cautioned not to get into arguments and so the criticism of the passengers caused no trouble.

According to a statement made by Inspector Collins, in charge of the police arrangements, about two hundred employes of the New York & Queens County Railway were away from their work last night. It was said that of this number about two-thirds were strikers, while the other third were men who were afraid to run their cars.

The strikers established a picket station yesterday afternoon near the Woodside car barns. About a dozen strikers patrolled the block and talked with as many employes as they could induce to stop. The police kept a close watch, but there was no disorder.

The usual Sunday crowd at North Beach is about 30,000, but yesterday, according to the police, there were only about 10,000 persons there. A large part of those went home before the trolley cars stopped, but others remained later. Proprietors of amusement resorts said that on a Sunday as hot as yesterday under normal transit conditions there would have been 40,000 at the beach.

Shortly after noon the proprietors of the principal resorts clubbed together and inaugurated a bus service from Queensboro Bridge Plaza. About 1,000 persons were carried back and forth. Four buses were used. After dark the beach was practically deserted. Those left behind by the Queens trolleys made their way home by the ferries to 134th Street and Ninety-second Street, Manhattan, and by the trolley cars of the Brooklyn Rapid Transit Company, which run from the beach into Maspeth.

Bordentown, a railroad station of the Long Island Railroad from the Hunter's Point section in Long Island City ends at 2:30 A. M., but on Saturday night an hourly service from the old station at the foot of Borden Avenue to Whitestone Landing was maintained from 3:30 A. M. until 9:30 o'clock Sunday morning. All trains for north shore points from the Pennsylvania Station in Manhattan had additional cars. The railroad management announced last night, however, that the travel was light. The same service from the Borden Avenue Station in Long Island City was operated last night.

STRIKEBREAKERS IN RICHMOND

Two Trolley Cars Run All Day—Service Promised This Morning.

Notwithstanding the car strike, more than 100,000 persons from this city and New Jersey visited Midland Beach and South Beach on Staten Island yesterday. The ferries from the Battery and from Bergen Point, N. J., were crowded all day. The thousands who went to Staten Island by way of Howland's Hook had to walk two miles along Richmond Terrace to Arlington, where they boarded the steam cars of the Staten Island Rapid Transit system or else paid the fares demanded by taxicabs and jitneys.

Trains took the excursionists from Arlington to South Beach, whence most of them walked to Midland Beach, about two miles.

The Richmond Light and Railway Company ran four cars for a time between South Beach and Midland Beach, but reduced the number to two later. There were the only cars run by the company yesterday. This service was not enough to accommodate even a small part of the big crowd.

The service of the Rapid Transit Company to South Beach was such that the crowd was handled with dispatch, although many had to stand in the cars. Trains of six cars each were run at about five-minute intervals from St. George to South Beach. At night the beach was practically deserted.

There were many complaints of the service maintained by the City of New York on its ferry between Manhattan and Richmond Borough. In the late afternoon the hundreds returning to Manhattan from the beaches had to wait many minutes at the St. George terminal, and when they crowded on to the boats, it was said, there were not sufficient campchairs to accommodate them.

Officials of the Richmond Light and Railway Company announced that they intended to run cars on all the routes of the system, beginning at 6 o'clock this morning. Sixty-five strikebreakers reached St. George in the afternoon and were taken to the big depot of the company in Tompkinsville. More strikebreakers would arrive this morning, it was said.

BROOKLYN CARS ALL RUNNING.

B. R. T. Officials and Men Deny Rumors of Strike.

There were no outward signs of impending trouble on any of the B. R. T. lines in Brooklyn yesterday, although there were persistent rumors that the men were preparing to join in the strike. It was said that the union agents were quietly continuing their efforts to organize the Brooklyn men. At the various depots where the motormen and conductors congregated none of the men would admit knowledge of any unionizing work. The impression prevailed that the Brooklyn carmen were holding back to await some clear indication that the strike in the other boroughs was to be a success or a failure.

In the absence from the city of Colonel Timothy S. Williams, President of the Brooklyn Rapid Transit Company, Vice President Slaughter W. Huff said last evening that the Brooklyn system remained unaffected by the strike. He had heard of no trouble among the men, and had no information that agents of the strikers were active in Brooklyn. The men, he said, had not submitted any demands, and he did not expect that any would be presented.

Mr. Huff was told of reports that the company, while publicly stating that it was confident that there would be no strike on its lines, was preparing for possible trouble. Arrangements, it was said, were being made to feed and lodge large bodies of men at the different depots. Mr. Huff asserted that no such preparations were being made, as the company had not lost confidence in the loyalty of its employes.

There were also rumors that the company was breaking in new car crews in anticipation of a walkout. These, likewise, were denied by Mr. Huff. It was true, he said, that some extra men were at work on certain lines yesterday, but this was only the usual addition to the working force to meet the Summer Sunday rush of traffic to the parks and beaches.

Dwellers on the lower East Side and in downtown Manhattan found it a comparatively easy matter to reach the Fourth Avenue Subway and the Brooklyn car lines on the Brooklyn, Manhattan, and Williamsburg Bridges. The Williamsburg ferries also served the East Side, while the Interborough Subway enabled many thousands of people from uptown Manhattan and the Bronx to easily reach Coney Island and otherbeach resort lines of the Brooklyn Rapid Transit Company.

There are two independent street railway lines operating in Brooklyn. These are the Manhattan Bridge three-cent line from the San Brunt Street and Erie Basin Railroad. The latter runs from the Hamilton Ferry to Erie Basin. At the offices of these companies last night it was said that neither was having any trouble with its employes.

CONEY ISLAND NOT AFFECTED.

350,000 Persons Carried to the Resort by Steamboats and Car Lines.

The car strike had no effect on the Coney Island crowd yesterday, which was one of the largest ever seen at the resort. More than 350,000 persons visited the Island, according to the police estimate. The Iron Steamboat Company carried more passengers than usual, and every steamboat was crowded to its capacity. Officials of the Brooklyn Rapid Transit Company said that their lines handled more passengers than usual.

The day was marred by several accidents, none of which was serious. One man was shoved through the window of a car, and another suffered a crushed hand. A third was crushed against a wall by the rush of those who were trying to get on the trains at Coney Island.

UNIONS BEATEN IN 1905.

Mahon, After Four Days' Strike, Advised His Men to Go to Work.

On the assumption that the proposed settlement of the surface railroad strikes included a recognition of the union, it was recalled last night that the 1905 strike on the elevated and subway lines, which began on Tuesday, March 7, and went to pieces on Friday, three days later, was the last stand of organized labor on those lines.

The strike collapsed when the Grand Council of the Brotherhood of Locomotive Engineers revoked the charter of its organiastion here of which the motormen of the subway were members.

With the death of this local union came also the end of the local organization of the Amalgamated Association of Street and Electric Railway Employes of America, of which William D. Mahon, now directing the present strike, was head.

Mr. Mahon in explaining the collapse of the 1905 strike said in that year:

"The present strike of Local 332 was undertaken without consulting the responsible officers of the general organization and without their consent or approval. Nothing remains now but to declare that the present strike is neither authorized nor approved by the Amalgamated Association, and I do therefore advise all our loyal members to report for duty at once, to maintain their organization, which has done much for their betterment and their moral condition, and by the results of their present experience avoid such errors in the future. In that effort I shall be glad to assist in the fullest."

The 1905 strike started when the men walked out at 3 A. M. on Tuesday, March 7, after a meeting at which about 5,000 voted for the strike, and one voted against it. The men wanted an increase in wages, which would give ticket agents $1.75 a day the first year and $2 the second; ticket choppers $1.40 a day; trainmen $1.70 a day during the first year and $1.95 the second and conductors to receive $2.10 a day and $2.40 a day after three years' service.

Before the strike broke the late James Farley, the strike-breaker, had imported between 900 and 1,000 men to take the places of those planning to go out. No sooner had the trainmen gone out than Farley took charge, and on the second day trains were run by the strike-breakers on a fifteen to thirty minutes headway. On the same day there was an accident in the subway at Twenty-third Street, in which twenty-nine were hurt. A train ran into the one ahead, which was discharging its passengers at the station. Officials of the subway company asserted that the accident was the result of malice, and that the motorman of the offending train was in sympathy with the strikers. The motorman disappeared in the confusion after the crash.

On Thursday, the third day of the strike, the men began to show weakness and 300 asked for their old places back. With the help of Farley's strikebreakers, the companies had managed to move trains with fair success, the subway finally running twenty-four trains an hour and the elevated almost as many. This was double the service of the day before. There were a few minor accidents resulting from inexperience on the part of the new operatives but no one was killed.

When the final collapse of the strike came the next day there was a rush on the part of the strikers to obtain re-employment. The companies announced that the new men who were satisfactory would retain their jobs and any of the old men re-employed would lose their rank in the service. The company declared that its victory was final and complete, and Warren E. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, spoke the last word of the strike when he said the strikers were "badly licked."

SHOOT MAN IN ASTOR WOODS

Supposed Burglar Is Captured After Desperate Pistol Battle.

Special to The New York Times.

POUGHKEEPSIE, Aug. 6.—Fritz Cramer, 36 years old, an Austrian, who says he comes from the Bowery, but refuses to give any other information to the officials, was arrested early this morning by Deputy Sheriff Bambusch and Detective James Downing after a running fight over a distance of a half mile in the dense woods of Ferncliffe, Vincent Astor's estate, north of Rhinebeck. Sheriff Conklin is sure that Cramer, who lies in Vassar Brothers Hospital here with two bullet wounds, is the robber who on Thursday morning entered the house of H. E. Montgomery and carried away more than $1,000 worth of silverware, and later broke into the house of W. Starr-Miller, five miles east of Rhinebeck.

Baumbusch and Downing, who were watching over some loot which had been hidden by the burglar in the woods, saw a man making his way through the bushes just before daybreak this morning. When they called him to halt he replied by dropping a black hatchet he carried, whipping out a revolver and firing at them. Then he fled toward the road, leaped a fence, crossed the highway, and took his position behind the stone wall on the other side. Baumbusch and Downing intrenched themselves behind a log wall to the east of the road and several shots were exchanged.

As the fugitive started to dash into the woods of the Astor estate, the officers fired at him again, hitting him twice. Then a posse headed by Sheriff Conklin, which had been placed about the woods closed in and his ammunition exhausted Cramer surrendered. He was hurried in Ogden Mills's automobile to the hospital here where after an examination the surgeons said that they held small hope of his recovery.

The members of the wealthy colony at Rhinebeck have taken extraordinary precautions to protect their property following the operations of a gang of expert second-story men who visited the region in the late Winter and returned a week ago. A masked burglar stole valuable gems from the dresser of Mrs. Thomas L. Howard in her home on the Vanderbilt estate while she watched him from her bed.

PAPERS ASKED TO REPLY

To Questions Submitted to Them About Their Paper Supply.

Chairman Hurley of the Federal Trade Commission at Washington has written to the newspapers urging all to file answers to the schedule of questions submitted to them bearing on paper supplies, prices, and trade troubles by Aug. 15, if possible, and positively not later than Aug. 21. Publishers who cannot answer all the questions are urged to answer what they can. Chairman Hurley's request is addressed to all the newspapers in the country, daily, weekly, county or city.

All correspondence should be addressed to Judge Hurley at Washington, or to J. H. Zerbey, Chairman of the White Paper Committee of the National Editorial Association, at Pottsville, Penn.

POLICE GIVE UNION FREEDOM OF CARS

Continued from Page 1.

timidation or violence yesterday a policeman was assigned to investigate, and the complainant was instructed to go before a magistrate and get a warrant or a summons for offenders. Most of the alleged incidents proved not to be susceptible of proof.

Police Detail Released.

The Strike Bureau established in Chief Inspector Schmittberger's offices at Police Headquarters received reports from every point of interest in the strike zones of all four boroughs every few minutes, and as midafternoon showed that the whole city was orderly, many special details were temporarily released from strike duty, and several hundred weary patrolmen visited their homes last night for the first time in several days. Most of them were ordered to report for duty again at 5 o'clock this morning, but even the few hours' respite tended to allay grumbling against extra duty without extra pay.

So quiet were the streets that Police Commissioner Woods found it unnecessary to come to Headquarters, though he kept in touch with affairs by telephone. Second Deputy Frank Lord and Mr. Woods's secretary, Henry Jay Case, toured the town in an automobile and agreed when they appeared at Headquarters late in the afternoon that from a police point of view the city was about normal.

The police Strike Bureau kept a hourly record of cars issuing from each barn in the four strike boroughs, showing how many cars were operated on each line from each barn. Figures given out by the companies were checked with the bureau's record of cars to which patrolmen were assigned as guards, so that accurate figures resulted.

Police officials, to prepare for eventualties, figured yesterday the maximum aid they could lend to operating companies by assigning two patrolmen to preserve order to each car operated. They concluded that should Brooklyn also be involved they could man 600 cars with two patrolmen each and still have enough left for regular patrol duty and for guarding all barns and power houses. That meant that the five boroughs would have to get on with 600 cars if none could be operated without two policemen aboard.

Many men in the department, in response to a request from Commissioner Woods, yesterday brought their own automobiles to headquarters and lent them to the department for use in patrolling the streets during the strike. In consequence there were many more squads out in touring cars than on previous days.

The first arrest of the day was made in the afternoon when Conductor William Madden on a Second Avenue car, between Forty-second and Forty-third Streets, was struck in the face by a passenger who wanted him to desert the car and join the strike. The two patrolmen on the car made the arrest and charged the offender with assault.

While later Harry Powers of 1,827 Second Avenue and William Gallagher of 236 East Eighteenth Street were arrested by Patrolmen Bishop and Hogan and locked up in the East Eighty-eighth Street Station on the charge of attempting to assault Conductor Hugh West while he was operating a Second Avenue car at Ninety-sixth Street.

Magistrate Koenig in the Harlem Police Court yesterday imposed sentences of fifteen days each on John Callahan of 1,935 Third Avenue and Robert Ring of 103 East Ninetieth Street, striking motormen whom he found guilty of disorderly conduct. The men threw stones at an Eighty-sixth Street crosstown car on Saturday.

John Quinlan, 35, a longshoreman of 1,655 Third Avenue, who was arrested on Saturday during disorder at the Second Avenue car barn at Ninety-sixth Street, also got fifteen days in the Workhouse.

Mrs. Tessie Salvaggio of 1,685 First Avenue, who in the Saturday riot bit Patrolman Winters on the cheek, got a suspended sentence from Magistrate Koenig. The court decided that she had been suffering from emotional hysteria.

Mrs. Louise Caswell of 239 East Ninety-fifth Street, who was charged by Patrolman Heitrick of the East Eighty-eighth Street Station with throwing from her window a marble slab which grazed the policeman's shoulder, was allowed until today to plead when she became hysterical in court.

Arthur O'Leary, a strike sympathizer, of 4 Old Slip, was fined $2 after Patrolman Campo of the West Thirty-seventh Street Station had told Magistrate Frothingham in Essex Market Court that the prisoner had abused a car crew at Avenue A and Ninth Street on Saturday.

Accidents Due to Inexperience.

There were a few accidents yesterday which were attributed to untrained men operating cars. Abraham Amendell, 40, an insurance broker, of 1,476 Madison

BRITISH NOW HOLD RIDGE AT POZIERES

Australians Captured the Crest Overlooking Courcelette and Martinpuich.

MANY OF FOE SURRENDERED

Came from Dugouts, Nerve-Racked and Broken by the Terrific Shellfire.

By PHILIP GIBBS.
Special Cable to THE NEW YORK TIMES.
The London Daily Chronicle Dispatches.

WITH THE BRITISH ARMIES IN THE FIELD, Aug. 6.—Last evening just as dusk was creeping over the battlefields the Australians with English troops on their left sprang over the parapets of their lines at Pozières, advanced up 500 yards of rising ground, stormed through the trenches of the second German line and captured the crest of the ridge which looks down to Courcelette and Martinpuich.

It was a great surprise to Germans. They may have believed, I think they did believe, that after the series of battles in July, the fighting spirit of the British offensive was broken, and that the British troops were too tired to make fresh assaults. The German Generals tried to put comfort into the hearts of their men by telling them that the British guns and British soldiers had done their worst, and that the attack was at an end.

The lull deceived them. Because two or three days passed without any infantry action after thirty days of unceasing battle, there may well have seemed to the Germans a reasonable hope that the British should content themselves with digging in and holding the ground gained.

One thing, however, must have disheartened the German troops and prevented any kind of nervous recuperation. After the strain of a month of shell fire the British guns, which should have been worn out, and the British gunners, supposed to be exhausted, went on firing. They went on all yesterday as on the day before and more than a month of yesterdays with their long, steady bombardment—that bombardment which is now rumbling with its sullen shocks of sound as I write.

As it goes on night and day, the long range guns were reaching out to places far behind the German lines. Courcelette was a ruin; Martinpich was falling to pieces. There was no safety for the Germans anywhere on the lines except in the deepest dugouts, and then not much tranquility of mind, for although these underground rooms are fairly safe from shellfire they are death traps if the British come across the trenches.

As many men as could get into the dugous to the north of Pozières were down there yesterday, listening to crashes of the heavy British shells, which were smashing the trenches about them and screaming overhead on more distant journeys.

The barrage of the British shells advanced across the second German line and beyond their new cuttings. Prisoners who were captured confess their terror at the awful sweep of shells.

The English troops, including men of the Kent, Sussex, and Surrey Regiments and Australians, were waiting in their own trenches. They, too, during recent days hal suffered an ordeal of great shellfire, but they had made good cover for themselves and were eager to attack so as to clear the high ridge before them and make things easier.

The crescent moon came up. The wood's darkened shadows crept down from Thiepval. The distant cornfields, in a world beyond the war, so near as miles are counted, so far away in peace, became bronzed and red and then all dark and vague in the evening mist. Above the sky was still blue, with stars very bright and glistening.

Attack at 9 O'clock.

It was, I think, about 9 o'clock when the British troops left the trenches. They went quietly without any great clamor across 500 yards of ground. The Australians worked up to the right the English to the left.

Before them was the German second line on a front of about 3,000 yards, and part of that long line, which was pierced and taken on July 14, between Brazentin-le-Petit and Longueval, when the British troops went up in waves and astounded the world by their achievement.

It was no longer a line of trenches; it was a wavy line of hummocky and tumbled earth along innumerable shell-craters. The only dugouts or some of them, still retained in all this choas, were filled with living and wounded and dead.

Out of the wreck of the earth as the British advanced living men came out in groups. They came forward through the dusky night with their hands uplifted shadows. Most of them were nerve-broken, beaten, and broken men, with no fight left in them but only animal fear and the desire of life. Their surrender was received and the English and Australians put guards around them and sent them back to the lines, while they went on to clear the dugouts of men who refused to come out, or would not come out, and to deal with those who, further back, had the courage to defend themselves. There was some bayonet fighting and bombing. From behind the German line, in isolated redoubts, machine guns were at work spraying out bullets, but the British casualties were very few—less, I imagine, than in any action of importance during the battle of Picardy.

The German losses were heavy. More than 400 prisoners have passed the toll-bar, and others are being brought down. In dead they lost more than that, and the wounded must number high.

It was a blow which must have been grievous to them after all the hammer-strokes of the month. And what is of most significance is the troubled state of the dazed and nerve-shattered men who surrendered. They had no pride left in them. They were like doomed men who had resigned themselves to certain death.

These men were mostly of the Seventeenth and Eighteenth Reserve Division of the Ninth Reserve Corps with miscellaneous drafts from various Ersatz or reserve battalions. They were not physically weak or undersized, (there are very few German soldiers who could be described like that,) but they were not soldiers of the proud and highly trained kind who fought in the earlier days of war. They are men with families with a great yearning for peace.

During the night the troops behind them rallied to make three separate counterattacks, they came on bravely, but they walked into the British barrage and the shells caught them and shattered them.

Today up to the time I write there has been no further attack by infantry, but the German guns have opened and maintained a very fierce fire upon the positions gained by the British troops. The new part of the German second line, now in British hands makes up with the other part of the line, captured on July 14, a distance of nearly 10,000 yards.

ABANDON STEAMSHIP LINE.

British Interference with Bergen-Iceland Service Given as Reason.

BERLIN, Aug. 6, (by Wireless to Sayville.)—It has been decided to abandon the steamship service between Bergen, in Norway, and Iceland because of British interference with vessels traversing this route, according to an Overseas News Agency dispatch from Bergen, given out today. The British authorities, it is declared, recently brought the Norwegian steamer Flora, engaged in the Iceland service, into Leith, where she discharged her entire cargo.

The Postmaster General of Denmark, adds the news agency, announces that the parcel post on the Danish steamer Bothnia, bound from Iceland to Copenhagen, was confiscated at Leith by the British.

The War Situation

BY THE MILITARY EXPERT OF THE NEW YORK TIMES.

The situation on the Russian front continues to hold the greater interest. That this is the case is due, first, to the fact that conditions operate to make this front the much more mobile and flexible, and, secondly, because by their successes the Russians have placed the Teutons in such a position that a giving way of their lines in any of several places may prove a very serious matter.

The reports of yesterday from Petrograd and Berlin refer particularly to the fighting on the Sereth River. It will be remembered that on June 4, when the Russian offensive broke, the Austrians, who hold this section of the Teuton line, were intrenched on the western bank of this river for practically its entire length. The Russians broke down their defense of the crossings south of Tarnopol, and forced the Austrian retirement to the west bank of the Stripa. Some ten miles north of Tarnopol the Sereth breaks away from the north and south course and flows northwest. It is to that section along the river between the elbow and its source that yesterday's reports refer.

This section of the front has been quiet for a long time. The ground is high, almost mountainous, and constitutes the watershed of Northern Galicia. Because of the advantages for defense the country gave the Austrians, the Russians have not made any serious effort to force this part of the line. One attack was made on it without avail, and the attack was soon abandoned. Russian success at and around Brody has rather changed the situation, however, and has made it necessary that the Austrian retirement in Northern Galicia be continued back of the northern Stripa or the Lipa. The reasons are plain from the map. An advance along the Lemberg-Brody railroad straightens out the line from the north. That is, it brings this part of the Russian front on a line with the front before Kovel and Vladimir-Volynski. At the same time, however, it carries this part of the line far westward of the main Teuton position along the Stripa River.

This is by no means a disadvantage provided there is no danger of the Russian line being broken by heavy counter-attacks. If this should happen the Teutons will then be behind the Stokhod positions, and the Russian gains which have been made at such great cost will have been in vain. If the Russians can bend the Austrian line further back so that the entire Sereth position is cleared this danger will be removed.

Another point is the importance of the Sereth line to the line along the Stripa. At Denysow the Stripa also breaks suddenly away from its north-and-south course to the northwest, running generally parallel to the railroad from Tarnopol to Krasne. The Russian line is almost due north and south, and does not follow the change in direction of the river. The left centre of the Austrian Army depends largely for the strength of its defense upon the streams between it and the Russian Army. The principal of these streams is the upper Sereth. If the Russians can drive the Austrians from this latter stream entirely and take and hold the western bank, they have cleared the way in that section of their front of its most formidable obstacle and taken the first step toward a more decided advance. When this occurs they will be west of the entire Austrian position along the Stripa, and behind it in such a way that it will be immediately outflanked.

Holding Brody as a base for such a move, the Russians yesterday struck the Austrians along the upper Sereth, and, after severe fighting, have apparently taken possession of the more important crossings. The villages along the river, the most important of which is Zalocze, have been taken and there appears to be only the hills to prevent a further advance. In the process, the Russians added greatly to their numbers of prisoners and war material. This latter is not to be disregarded. In spite of all the war supplies which Russia has received from this country and from Japan, she has always needed rifles and machine guns, the latter particularly. While the machine gun is more the weapon of the defense than of the attack, it is still of great use in warding off counterattacks. The number of such guns that Russia has taken in the last two months will be of the greatest use. The same holds true in the case of rifles.

Further to the south, between the Dniester and the Carpathians, the Austrians seem to have effected something of a reorganization and are not only holding the Russians back, but are striking out for themselves. This move has not assumed any serious importance as yet. In fact, it is extremely doubtful whether the Austrians have enough reserve force left to make any serious effort of this kind. It is more probably the action of scattered units which, while bothersome to the Russians, is not calculated to hold them back except for a few days. The advance here, as has been pointed out in previous discussions, bears the same relation to the Austrian position along the Stripa as does the advance in northern Galicia. That is, as the Russians move westward, they force their way in rear of the Stripa line, and menace the entire Austrian wing.

Further to the north, on the Stokhod line, the Russians seem intent on forcing the passage of the river at a number of more or less isolated points. On Friday they reported taking the bridgehead town of Ludlecszow, which is not far from the confluence of the Stokhod and the Pripet, while yesterday they reported taking Zarzecze, which is on the west bank of the Stokhod, about eight miles north of the Kovel-Sarny Railroad. By such tactics the Russians will interpose between themselves and the Teutons a strong line of defense which they can use in case of successful counterattacks.

Another point in connection with this is the fact that the means of lateral communications in this territory is a serious one, due to the absence of good avenues of transport. With the exception of the highway which parallels the Stokhod and runs on the west bank from the angle to the Pripet, there is not a good road in this vicinity. If the Russians can cross the river at a number of points and cut this highway they have made its continued use by the Germans a matter of great difficulty. If they can do this at a sufficient number of points they have destroyed its value to the Germans completely.

The situation is one of growing interest, and is beginning to reach the point where a German retirement for the purpose of shortening the line that must be held is making its appearance around the curtain of the censor.

GERMANS CONFIDENT LINES WILL HOLD

Correspondents on the Somme Believe the British Cannot Break Through.

REPORT FOE'S LOSS HEAVY

Twenty Thousand to a Village Is Their Count, and This, They Say, Cannot be Kept Up.

By KARL ROSNER.
The Lokal-Anzeiger Dispatches.
Special Cable to THE NEW YORK TIMES.

GREAT GERMAN HEADQUARTERS, Aug. 4. — The uninterrupted heavy artillery preparation by the English, which, since Aug. 1, has again sought to ruin our positions between the Ancre and the Somme, and which, in the last few days, has given only a few short rest periods at these points of attack, in which the English patrols were thrust forward to ascertain the effectiveness of the artillery fire, was followed on Aug. 3 on the whole battlefield by extensive infantry attacks. We knew that they would come, and that the immediate and most important goal was to gain ground along the road from Albert to Bapaume and so broaden the northern edge of the English wedge, the point of which is west of Guillemont and south of Givenchy.

In the same manner isolated attacks in the last few days had sought to exert a pressure on the southern edge of the wedge. These attacks from Trones Woods eastward toward our positions between Maurepas and the Somme and southwest of Guillemont collapsed in the barrier fire of our artillery or were shattered on the tough defense of our trench fighters.

The hope that the northern edge would show less power of resistance decided our adversaries to attack there. On Aug. 3 as a prelude to the hardest fighting on the north flank a heavy attack was launched at Ovillers. It was beaten off north of the village, which long since has disappeared off the earth. But the battleline quickly broadened out as more and more English sectors stormed into the struggle until finally the whole line, six to seven kilometers broad (about three miles,) between Ovillers and the road from Longuval to Martinpuich running along the western edge of the Bois des Foureaux was one co-ordinated struggle in which flame throwers and hand grenades in many cases proved to be decisive factors. Almost everywhere we succeeded in mastering the oppressing masses and inflicting heavy losses on them. North of Pozières fierce fighting continues.

By W. SCHEURMANN.
The Deutsche Tageszeitung Dispatches.
Special Cable to THE NEW YORK TIMES.

GREAT GERMAN HEADQUARTERS, Aug. 4.—In the course of the last attacks north of the Somme the English succeeded temporarily in entering our positions at Bagentin le Petit, from which a counterattack quickly ejected them. Under what sacrifices the English pursued their continuous attacks, which at no point brought them decisive success, could be accurately ascertained by the following example:

In the sector occupied by one company in rewon trenches, 200 dead Englishmen were counted. On the Somme front the Anglo-French losses are estimated at an average of 20,000 for every village and hamlet taken during the present offensive. It is therefore easy to estimate what an army the Allies would require in order to drive us out of France at their present rate of progress.

By CAPTAIN PIETSCH.
The Taegliche Rundschau Dispatches.
Special Cable to THE NEW YORK TIMES.

GREAT GERMAN HEADQUARTERS, Aug. 4.—I have just returned from the Somme front where I was an eyewitness of exceedingly stubborn fighting between Barleux and Estrées and where I could convince myself of the splendid confident spirit and the calm of the leaders there. I found the spirit of our troops too wonderful and beyond praise. Implicitly trusting their leaders, they are cheerfully enduring the greatest and the most unexpected hardships, including hunger and thirst, since it is often impossible to convey even the necessaries of life into the front lines. The fighting around Belloy and Estrées which reached terrific violence in the night and despite the heaviest losses brought the French no appreciable ground gain was precluded by a drumfire that at night turned the heavens into a sea of fire.

I was also a witness of several successful air battles. Among others, I saw three shot down out of a French air squadron on Aug. 2. "The next day I attended close behind the front an air battle between a French and a German flier, fought out by the glorious sunshine, which ended with the defeat of one Frenchman. The French machine, hit in the vitals, stood on its head and fell, despite the desperate efforts of its pilot to right it. It was followed by the happy victor, who landed close to me. The French flier, who curiously, was only slightly wounded, was taken prisoners, and at once hurried to the nearest field hospital."

PAGE PRESSES ITALIANS.

Urges Cases of Americans Who Have Been in Difficulties There.

Special Cable to THE NEW YORK TIMES.

ROME, Aug. 6.—Ambassador Page since his return from America has taken up with the Ministry of Foreign Affairs and other departments cases of Americans who, while living in Italy or passing through, have had difficulties with the authorities. Some were imprisoned, others were expelled, and others were subjected to police surveillance, being suspected of connivance with the enemy. All assert their innocence, but some are unable to give satisfactory proofs.

Mr. Page received assurance that his representations would receive the fullest consideration, and everything possible be done to meet his wishes. This, however, is not always possible, especially as the military authorities have taken over jurisdiction in the matter for the security of the army.

Italy's experience with foreigners since the beginning of the war has rendered necessary the adoption of stricter measures, which soon will be enforced; therefore, it is advisable for Americans who are not absolutely obliged to visit the belligerent countries to remain at home until better days.

WILL TAKE A FOOD CENSUS.

New Step Ordered by Batocki to Conserve German Resources.

From a Staff Correspondent.
Special Cable to THE NEW YORK TIMES.

BERLIN, Aug. 6.—Another important move in Herr von Batocki's campaign to conserve Germany's food resources has been taken. A general food census throughout the empire is announced to be completed by Sept. 1.

This will extend even to private households. When the latter contain fewer than thirty members the food census will extend only to stocks of canned and smoked preserved meats and eggs. For the larger households, boarding houses, hotels, restaurants, public and private institutions, stores and factories there is a list of thirty-three food items.

Takers of the food census are empowered to search all premises where they may suspect foodstuffs are stored. They further have the right to investigate the books of business firms and households. Heavy penalties are fixed for failure to report stocks of food, which are thereupon subject to confiscation.

The public is informed, however, that the purpose of the census is not to serve as a basis for future confiscation, and that consequently it is useless to conceal stores for fear of their being taken away.

The new ordinance is regarded as one of the most important links in the chain of new measures to insure a food supply to the empire.

WANT KAISER HANGED.

Other Reprisals for Fryatt's Death Also Urged by British Workmen.

LONDON, Aug. 6.—One of the biggest demonstrations by workingmen since the beginning of the war took place in Trafalgar Square today.

The great gathering demanded reprisals for the execution of Captain Fryatt of the British steamer Brussels by the Germans in Belgium, speakers urging the impounding of all German property and the hanging of Emperor William, Admiral von Tirpitz and Governor General von Bissing of Belgium as "common malefactors" before the conclusion of peace.

Decoration for Prince Henry.

BERLIN, Aug. 6, (via London.)—The Order of Pour le Mérite has been conferred upon Prince Henry of Prussia, commander of the German Baltic fleet.

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Reward

The Sultan of Turkey, Abdul Hammed, chose Schinasi Brothers as the house entitled to the Medal of Merit of the Order of Mejidie, in recognition of their wonderful work in developing the Turkish tobacco industry in America.

A quarter of a century ago practically no Turkish tobacco was smoked in the United States.

In 1893, only 112,000 pounds of Turkish tobacco were imported.

During the fiscal year ending July 31, 1914 (preceding the outbreak of the Great War, involving Turkey), the importation had grown to over 28 million (28,000,000) pounds.

Schinasi Brothers popularized good Turkish tobacco in this country.

During eleven years of their quarter-century here, they made and sold more than *four billion Turkish cigarettes.*

The American public have certainly rewarded Schinasi Brothers with *success*—just as the Sultan of Turkey rewarded them with royal honors.

This Certificate

This is the Certificate of Reward which accompanied the Medal of Merit of the Order of Mejidie.

It shows that the Schinasi Brothers' Natural Cigarette is the *father* of all cigarettes using Turkish tobacco, in this country.

It shows how full and complete was the recognition that Schinasi Brothers were the *first* to develop and popularize good Turkish tobacco in America.

***Naturals* led in the beginning, and they still lead.**

They were the first to show the American cigarette smoker the difference between the commonplace tobaccos then smoked and the mild, mellow, distinctive Turkish tobacco.

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For a quarter of a century

The Foremost 15c Cigarette

Only sheer merit succeeds in the long run.

Imitations may succeed temporarily—but the success of *Naturals* is the success of the original—*the* original that was so good that it changed the tobacco taste of the American smoker.

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SCHINASI BROS.

NATURAL

EGYPTIAN CIGARETTES

For a Quarter of a Century, Made in the Schinasi Way—the Quality Way.

GERMANS STRIKE AT NEW BRITISH LINE

Continued from Page 1.

the War Office this afternoon. A German attack in this sector was repulsed.

According to an official announcement the number of prisoners taken by the French in the week of July 30-Aug. 5, for the most part in the Meuse region, exceeded 2,500.

The text of tonight's statement follows:

On the right bank of the Meuse during patrol fighting at some points we have sensibly enlarged the ground conquered by us at the northwest of the Thiaumont work. We have repulsed a counterattack in the same region.

In the region of Fleury and in the sectors of Le Vaux-Chapitre and Le Chenois artillery fighting continues, without any infantry actions.

On the night of Aug. 5-6 our air squadrons dropped forty shells on the region of Combles, eighty-four on the station of Noyon, thirty on the stations of Stenay and Sedan, forty on the station of Conflans, sixty on the Sablons station at Metz and the railway establishments there, and forty on the military establishments of Rombach, north of Metz.

Several of these squadrons made two consecutive raids. One of them made no less than seven raids during the same night.

A German aeroplane dropped four bombs on Baccarat. There were no casualities, and the damage was insignificant.

Infantry Idle During Day.

The official communiqué issued by the War Office tonight reads:

On the right bank of the Meuse the Germans bombarded violently from 5 o'clock in the afternoon the Thiaumont work and our positions at Fleury, in Le Vaux-Chapitre Wood, and at Le Chenois. There was no infantry attack during the day.

The canonading was intermittent on the rest of the front.

This morning one of our pilots brought down successively two enemy aeroplanes in the region of Verdun. One fell in the French lines, the second between the German trenches and our trenches. The same morning, after a combat, another German machine was compelled to land within our lines at Moyenneville, north of Estrées. The two enemy aviators were made prisoners. The machine was of a recent model. It was intact.

Heavy Fighting at Thiaumont.

BERLIN, Aug. 6, (via London.)—Desperate engagements continue in the Verdun region, notably in the vicinity of the Thiaumont work, says today's army headquarters statement. The Germans have made progress in Le Vaux-Chapitre Wood. The statement follows:

In the region of the Meuse, especially on the east bank, great artillery activity developed. Around the Thiaumont work desperate infantry actions are taking place.

The number of prisoners captured in the Fleury sector has increased to 16 officers and 576 men. In Le Vaux-Chapitre Wood we progressed further yesterday. The number of unwounded prisoners taken at this point was 3 officers and 227 men.

SIX TRENCH LINES TAKEN WITHOUT FIGHT

PARIS, Aug. 6.—A dispatch to La Liberté, dated North of France, says:

"The latest British advance north of Pozières was the result of a brilliant offensive begun on the night of Aug. 4-5, after an artillery preparation of great efficacy. Since the Australians captured Pozières the enemy has not ceased his furious counterattacks against the village, in the outskirts of which he had succeeded in keeping some ground.

"The British Commander resolved on Friday to clear the village by taking the principal support of the second line of the German defense, made up of a series of small works extending from Bapaume Road to that of Thiepval on a front of about three kilometers (about two miles.)

"The bombardment began about daybreak and continued unceasingly until night. It destroyed the defenses, leveled entrenchments and rendered shelters uninhabitable. At 11 o'clock at night, the work of the artillery having been deemed sufficient, the order to attack was passed along to the units grouped in the village of Pozières. While the Surrey and Kent troops pushed on in an assault against the positions on the Bapaume Road, which were taken in less than half an hour, the Australians, with Sussex regiments at their left, captured, without striking a blow, six lines of trenches northwest of Pozières. They carried also a large work situated at the intersection of the Thiepval and Mouquet Roads and continued their victorious progress east of the Leipsic redoubt in the direction of Thiepval.

"The operation, in the opinion of observers, was one of the most brilliant since the beginning of the offensive in the Somme, and was carried out with rapidity and certainty, which was aided by the precision of the fire of the British batteries. The British troops advanced through entrenchments which had been completely destroyed and machine guns and defenders buried, and at certain points not the slightest resistance was encountered.

"The Germans, moreover, seemed to have been taken by surprise by this attack, on which they had evidently not counted at so early a date. Decided hesitation was observed in the decision of the German commander, which resulted in delaying the bringing up of considerable reinforcements. It was more than four hours after the British had attained their objective that counterattacks occurred, and these were easily repulsed."

German Counterattacks Fail.

WITH THE BRITISH ARMIES IN FRANCE, Aug. 5, (via London, Aug. 6.)—Under a merciless concentration of shellfire, the Australians are holding on to their gains today after their advance last night on a front of two miles. The Germans already have delivered three powerful counterattacks to retake the lost ground and all have failed.

In one of the counterattacks the Germans came forward holding up their hands. Behind them the British guns placed curtains of shellfire through which it was impossible for them to retreat, while the Australians' machine guns and rifles, mowing them down, made it hopeless to continue the charge. It was death whichever way they moved—death fith eystood still or lay down in the bullet-swept space, and they surrendered rather than continue their vain efforts.

Their last previous attack having been by the right flank, the British renewed the offensive by the left flank after a week of bombing and sapping. Here the task fell to the Australians, who added another victory to their brilliant record in the taking of Pozières. In grilling heat, under a blazing sun, they had been working in a continual shellfire, digging their new trenches in the open beyond Pozières, facing the German second line trenches on the left of the break the British already had made in their previous attacks.

This was one of the remaining important positions on the high ground which has been so bitterly contested by all the gunpower, cunning and stubbornness both sides could bring to bear. Upon this section of strong fieid fortifications with deep dugouts the British kept up a tornado of shell fire of all calibres. They smashed the defenses into irregular mounds of earth which had no semblance to trenches.

Not only did the German guns return the compliment on the Australian front line, but kept up curtains of fire behind it. The Germans managed to stick to the ruins of their fortifications, digging new cover as fast as what they had was destroyed. Evidently the German staff had determined this ridge summit must be held at any cost.

"When we go, we go," say the Australians. "We don't try for a nibble, but for a big bite of the cherry."

The Germans were surprised and even the British staff was somewhat surprised when it was found first reports were correct and they had taken every rod of the front which they had attacked with their usual swift rush. Some 600 prisoners were started back, but even after their surrender their lives were not safe for they had to pass through the German curtain of shellfire behind the Australians which had been maintained in increased volume all day.

Hold Five Miles of Second Line.

With this additional front the British now hold five miles of the former German second line. The Australians are today in sight of Martinpuich and Courcelette. This new advance, which was at right angles to the former German first line, literally was part of a maze of German dugouts and trenches of the first line in a sharp V where the angles formed. Beyond is Thiepval on the summit of a hill, where the British attack of July 1 met its heaviest losses and was repulsed by machine guns brought out of dugouts. Now this whole section could be put under the enfilading fire of British guns.

"Whenever I look at that new German salient," said an officer who suffered in the Ypres salient, "I feel revenged. We have never had a worse one."

In the war for position the general opinion is that the value of this latest gain cannot be overestimated, and the heavy bombardment which is proceeding in that neighborhood indicates the Australians will have a stiff job holding this new position. Universal satisfaction is expressed by the British staff at their success thus far in maintaining their gains, although German artillery concentrates in increasing force, and arrivals of reinforcements of German infantry continue to be reported.

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you'd try it without a second thought! Well, *thousands* of doctors throughout the country *are* prescribing Resinol Ointment for sick skins, and have been doing so constantly for over *twenty years*.

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Resinol Ointment and its ally, Resinol Soap, are sold by all druggists. For a free sample of each, write to Dept. 38-R, Resinol, Baltimore, Md.

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RAILWAY MEN FIRM FOR THEIR DEMANDS

Union Leaders Tell Followers Strike Is Certain if Their Terms Are Not Granted.

SAY WALL STREET CONTROLS

And That the Railroads Have Never Been so Prosperous — Profits Not Due to War Traffic.

The railroads of this country face the greatest industrial crisis in their history, according to an announcement made last night by the leaders of the Big Four railway brotherhoods, who told a thousand enthusiastic delegates in the Amsterdam Opera House, in West Forty-fourth Street, that arrangements had been perfected for a national railroad strike if the companies refused an eight-hour day to the workers when the conferences were resumed tomorrow in the Engineering Societies Building. W. G. Lee, President of the Brotherhood of Railway Trainmen, said:

"If you are as hot as I am, you are ready for Tuesday morning right now. As hot as it is, just as certain as we are here, if the workers do not get the eight-hour day, this month of August will be hotter weather than this."

L. E. Sheppard, Vice President of the Order of Railway Conductors, speaking for President A. B. Garretson, said:

"We may have to inconvenience the public a little. But if the public is inconvenienced thirty-six or forty-eight hours that we may break the arbitrary power from Wall Street thta runs the railroads, it will be time well spent."

While the sentiment of the meeting was overwhelmingly against any arbitration of the men's demands for the eight-hour day and time and a half for overtime, Mr. Lee declared, that though he would not arbitrate the eight-hour demand, he was not in favor of precipitate action.

Grand Chief Stone of the engineers said that sixty-five directors controlled the 125 railway systems of the United States; that fifteen banks controlled the directors, and that three financial groups controlled the banks.

Assails Wall Street Control.

"Four hundred thousand workers and 2,000,000 dependents must look to these twelve powers in one short block in Wall Street," he asserted.

"They say it will cost them $100,000,000 to give us what we are going to get," he continued. "It won't, but what if it did. That would only be 15 per cent. of what has been paid for sons-in-laws with worthless titles by these same millionaires in the past ten years.

"You have all heard of the little child who said to her mother one day when she saw her engineer father:

"'Mamma, who is that strange man who takes his meals here once in a while?'

"That is what we are going to stop. We are going to stop working engineers for forty and fifty hours on a stretch. I have spent twenty-five years of my life in a locomotive cab, and I know just what I am talking about.

"An engineer has but eleven years and seven months of usefulness. That is all he has to sell in his lifetime. Why should he not be paid well for it? I know, because every year a million dollars goes through my hands to help the families of those workers who are worn out and for whom the railroads will do no more."

Mr. Stone then referred to the street car strike and made an attack upon President Shonts of the Interborough.

"Don't you know," he asked, "that if you work for the Interborough your brother can't visit your house at night unless you call the Interborough on the telephone and tell them what he is there for? And the next morning you can't go to work without filling out a blank about your brother's visit, so that they can see if you told the truth. Yet they talk about peonage in Mexico."

Mr. Sheppard made a plea for public support.

"We want the public to bear with us if we tie up the railroads of the United States for a few days," he said, "but if the public isn't with us we will do like the hunter who lost his rifle in the presence of a bear. He uttered this prayer: 'Oh, Lord, if you don't help me, don't help that grizzly bear.'"

It was announced by several of the speakers that the strike vote had been counted, and that the leaders had the power to call the strike.

The feeling of those at the meeting, high at all times, was fanned to a fever heat when ex-Congressman Frank P. Walsh, head of the Industrial Relation Committee, told the men that he would be ashamed of them if they surrender one atom of their rights to the decision of any politically appointed body. He was making a plea against arbitration. In reference to the plea of the Chamber of Commerce of the United States that the President should effect arbitration through the Interstate Commerce Commission, he attacked Harry A. Wheeler, Chairman of the committee on the railroad situation of that body, saying that he did not represent the sentiment of the Chamber of Commerce of the United States.

Malone Favors Men's Demands.

Collector of the Port Dudley Field Malone also urged the men to stand fast for the eight-hour day.

"The possibility of a strike which would tie up the railroads of this country," he said, "and in which at least 500,000 men would participate, would be of vital menace and concern to the entire public. The railroads with millions of dollars for publicity, have published their arguments to convince the public. The leaders of the Brotherhoods exhibit great wisdom in holding meetings like this that the grievances of the workers may be subjected to public opinion.

"If the self-seeking advice of the demagogueo r the reactionary economic views of the smug and self-satisfied among the operators of the railroads, are permitted to take leadership in this great controversy, the menace of a bitter struggle will be imminent. And it will be well for the railroads of this country to realize that any stupid lack of economic vision on their part in handling this problem will do more to aid the agitation for the Government ownership of railroads than the advocates themselves of Government ownership could accomplish.

"Neither the American people nor the Government are of a disposition to bait, harass, or persecute the railroads of the country. The present Government at Washington, chiefly through the influence of President Wilson, obtained for them the 5 per cent. rate increase, and accurate figures show that the railroads are in the midst of unprecedented prosperity."

Mr. Malone then attacked the claim of the railroads that their present prosperity was due to the war.

"As Collector of the Port," he said, "through which $80,000,000 in exports pass every week, I know that statement is not true. Three-fifths of what the railroads carry goes to neutral countries in logitimate trade, and is not for the use of the belligerents."

Secretary of Labor W. B. Wilson, who was in New York yesterday, denied that the purpose of his visit had anything to do with the threatened national railroad strike. He stopped at the Hotel Continental; the heads of the Big Four Brotherhoods were two blocks away at the Hotel Woodstock, but there was no conference. Grand Chief Stone of the Engineers was asked last night if he had seen Secretary Wilson.

"I did not leave my hotel all day," he replied.

Mr. Wilson conferred with President Gompers of the American Federation of Labor, with which the railway brotherhoods are not affiliated. He decline to discuss what they talked about.

LINER SAFE IN PORT FIRED ON 3 U-BOATS

Continued from Page 1.

air, and the second shot, from the port gun, did the same.

Third Shot Hit the Mark.

"The third shot, which was fired from the starboard gun, struck the exact spot where we had just before seen the periscope of a submarine, and a column of black smoke and water went up into the air. A few seconds later we saw what looked like a patch of oil on the water, and two submarines right astern.

"We never saw the third submarine again and all on board believed that she was sunk. The rest of the shots up to fifteen, fell in the water near the submarines and sent up small columns of water like the first two did. We could see the lighthouse on the island of Minorca when the two submarines gave up the chase."

Captain Pinceti, who was inclined to be taciturn on the chase, said he saw only two submarines from the after bridge, but his officers who had looked through their glasses were positive there were three.

"It was exciting for my crew, because they were mostly civilians who were not used to war, hald he. "I do not know whether the Germans and Austrians have a base in the Balearic Isles for their submarines, but many ships have been attacked between the French coast and these islands, which has given rise to the suspicion. Each submarine had two periscopes, and I am sure would have caught the Re d'Italia if they could have come to the surface and made their customary eighteen knots.

"If the Re d'Italia had not been armed she would not have reached New York or any other port again.

"I think I hit one submarine with the third shot from the starboard gun," Ugo said in broken English, "because he go down and I see him no more. I made the range on the gun 2,400 meters, about one a half miles."

The Re d'Italia is a vessel of 6,237 tons, and prior to the war was in the passenger and freight service between New York and Italian ports. For the last year she has been engaged in carrying horses and war munitions. She brought 1,000 tons of general cargo from Genoa and came direct.

FRENCH CATHOLICS APPEAL TO THE POPE

Pontiff May Ask Germany to Use Less Drastic Methods in Occupied Territory.

Special Cable to THE NEW YORK TIMES.

ROME, Aug. 6. — The French Cardinals, Archbishops and also the clergy and laymen have appealed to the Pope protesting strongly against "the vandalism of the Germans and their inhuman treatment of the French population," and imploring him "to stand by his persecuted children." The appeal also condemns "the anti-Christian methods of the enemy."

The Vatican is making a careful summary of all the accusations, and the evidence will be transmitted to the Prussian and Bavarian Ministers accredited to the Holy See, who are now residing in Switzerland.

It is believed that the Pope will use all his influence in interceding with Germany in behalf of the French population in occupied territory, especially asking for better treatment for the women, children, and old men. But it is doubtful whether the Pontiff will make any public protest or expression of condemnation, as he might consider that a breach of the impartiality assumed by the Holy See.

TURKS LOSE IN CAUCASUS.

Russians Storm Many Trenches and Capture Defenders.

PETROGRAD, Aug. 6.—The War Office today issued the following concerning operations on the Caucasus front:

In the basin of the River Kialkitchia our troops continued their offensive and wrested new positions from the enemy, which in some places were protected by five lines of trenches. They took prisoner seven officers, including the commander of the Fifty-second Regiment, and 108 askaris. They also captured four machine guns. Enemy counterattacks were repulsed.

To the south of Erzingan we captured two lines of trenches, four officers, fifty Askaris, and two machine guns. The enemy suffered severe losses.

In the region west of the village of Ognut we advanced several versts and captured two heights.

In the region of Mush and Bitlis the enemy assumed the offensive, but is being held by our fire.

In the Black Sea our torpedo boats destroyed forty-two small sailing craft off Kerasun and bombarded boats and storehouses at Samsun.

GERMANS EXECUTE A SPY.

Kaiser's Subject Flew Behind Lines in a French Aeroplane.

AMSTERDAM, Aug. 6, (via London.)—According to the Kölinische Volkszeitung, a court-martial at Mülhausen, Alsace, sentenced to death David Bloch, a German subject, charged with joining the French Army and landing in civilian clothes from a French aeroplane behind the German lines for the alleged purpose of espionage.

He has already been executed, the newspaper states.

THORNEDALE BARNS BURNED

Suspect Incendiarism in Two Fires on New Yorker's Estate.

Special to The New York Times.

POUGHKEEPSIE, N. Y., Aug. 6.—Two large barns at Thorndale, the Millbrook estate of Oakleigh Thorne of New York, President of the Trust Company of America, burned within twenty hours of each other, entailing a loss of $20,000. District Attorney Raymond E. Alrich of Dutchess County, is investigating to determine whether the fires were incendiary.

Fire was discovered at 6 o'clock Saturday evening in the large barn. Employes saved the horses and some of the implements, but were unable to check the flames because the water supply in the reservoir of the estate became exhausted. The second blaze was discovered at 1:30 P. M. today in a barn 150 years old which had been remodeled as a modern horse and cattle barn. In it were thirty valuable hunting mounts used in the hunts for which Thorndale is famous. They were rescued, but much valuable harness was destroyed. The prize Jerseys were at pasture.

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SERBIANS DEFEAT BULGARIANS AGAIN

Oust Their Enemies from Another Village Along the Macedonian Front.

PARIS, Aug. 6.—The Serbians have won another success in operations along the Macedonian front, according to a Havas dispatch from Saloniki, taking the village of Pemli, near Froeba, which had been occupied by the Bulgarians.

German reports that the Bulgarians had delivered successful attacks against the Serbians south of Monastir are unfounded, the dispatch declares.

Prisoners of Serbs Sent to France.

CAGLIARI, Sardinia, Aug. 6.—About 18,000 Austrian prisoners, taken by the Serbians and transported from the Adriatic to the Island of Asinara, near Sardinia, have now been taken to France. The transfers in both cases were effected by Italian vessels.

On Asinara Island, barracks, encampments and huts have been built and roads constructed, thoroughly transforming the island, which is now ready to receive prisoners up to the number of 50,000.

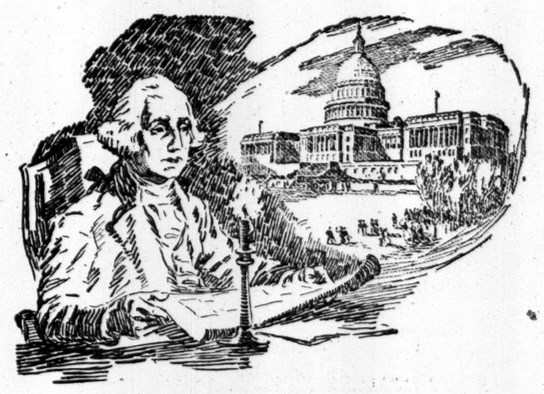
The Austrian prisoners who had been confined on the island received the same rations as Italian soldiers and some of them on their departure gave audible evidences of satisfaction with the treatment they had received.

MINE SWEEPER TORPEDOED.

British Craft Is Sunk and Five of Crew Are Reported Missing.

LONDON, Aug. 6.—The Admiralty announced today that the British mine sweeper Clacton was torpedoed and sunk in the Levant on Aug. 3.

Five of the crew are missing and five others were wounded.



George Washington when President

never dreamed the wonderful city that bears his name would today be the governmental center of the greatest and wealthiest nation, and be the mecca of travelers from all over the world.

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The Washington Highway

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Leaves Liberty St. 4 P. M.
5-HOUR TRAIN. Electric-lighted Steel Train. Drawing-room Parlor Cars and Library Observation Parlor Car. Dining Car, table d'hôte, Philadelphia to Washington.

Other Trains Leave Liberty Street.

8.15 a. m.	arrive Washington	1.35 p. m.	6 p. m.	arrive Washington	11.50 p. m.
10 a. m.	arrive Washington	3.53 p. m.	7 p. m.	arrive Washington	12.33 a. m.
2 p. m.	arrive Washington	7.25 p. m.	1.30 a. m.	arrive Washington	7.50 a. m.

All trains 10 minutes earlier from W. 23rd St. except 1.30 a. m. leave W. 23rd St. at 11.40 p. m.

For reservations in Pullman or sleeping cars and full information call at Ticket Offices: 1276 Broadway, 7 Cortland St., 245, 370, 398, 1228, 1354, 2174, 2081 Broadway, 225 Fifth Ave., 4 West 125th St.; 4 Court St., and 479 Nostrand Ave., Brooklyn; and Stations foot Liberty St., and foot West 23d St., or write to

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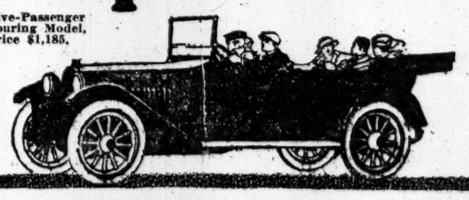

W. & J. SLOANE

Entire Stock of SUMMER RUGS

At 20% Reduction

All perfect goods from our regular lines of high-grade Floor Coverings at the following specially reduced prices:

Imported Oval Rush Rugs

Size 3 ft. x 6 ft. $1.60 | Size 7 ft. 6 in. x 11 ft. 2 in. $6.80
" 4 ft. x 7 ft. 3.20 | " 9 ft. x 12 ft. 7.80

Imported Heavy Oval Rush Rugs

Our well-known "Narragansett" and "Lakewood" qualities—the finest made.

Size 3 ft. x 6 ft. $2.90 | Size 6 ft. x 9 ft. $8.80
" 4 ft. x 7 ft. 4.50 | " 8 ft. x 10 ft. 12.80

Famous "Willow" Grass Rugs

A Variety of Very Distinctive Patterns.

Size 3 ft. x 6 ft. $1.40 | Size 8 ft. x 10 ft. $5.40
" 4 ft. 6 in. x 7 ft. 6 in. 2.60 | " 9 ft. x 12 ft. 7.20
" 6 ft. x 9 ft. 3.60 | " 9 ft. x 15 ft. 9.00

Rag Rugs in Novel Effects

Size 30 in. x 60 in. $.85 up | Size 4 ft. x 7 ft. $2.20 up
" 36 in. x 72 in. 1.60 up | " 9 ft. x 12 ft. 15.00 up

Seamless Wool Art Rugs

Size 6 ft. x 9 ft. $14.90 | Size 9 ft. x 12 ft. $20.00

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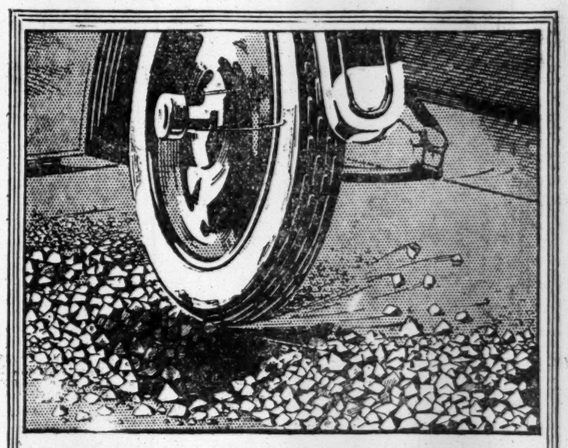

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Prodium Process Rubber minimizes this trouble

Prodium Process Rubber (the new tread used exclusively on Republic tires) is so tough that even newly crushed rock or sharp stones doesn't cut and gash it.

It wears down as evenly and smoothly as a piece of fine steel. After miles of service it looks like new. It keeps water away from the fabric, prevents rotting of the carcass of the tire, and makes premature blow-outs practically a thing of the past.

Get a sample strip of Prodium Process Rubber. Try to break it. It's the toughest, stongest tread stock ever used on a tire.

REPUBLIC PRODIUM PROCESS TIRES
STAGGARD, PLAIN, AND "WM" TREADS
TRADE MARK REGISTERED U. S. PATENT OFFICE
Made in the Stylish Black Tread

Republic Rubber Co. of New York
229 West 58th Street

Tungsten Lamp Patent Situation
ANNOUNCEMENT

The Just and Hanaman Patent No. 1,018,502, issued on February 27th, 1912, to the General Electric Company, has been sustained by the Federal District Court for the Southern District of New York, and by the Circuit Court of Appeals for the Second Circuit, as broadly covering the Tungsten Filament Incandescent Lamp.

The General Electric Company desires to notify all persons not now licensed under such patent, who are making, using or selling tungsten filament incandescent lamps, that such patent will be strictly enforced against them.

General Electric Company

6442

Common Sense

YOU don't keep all your money around the house; it is only common sense to leave most of it in the bank where it will be safe. If you have valuables—jewels, papers, heirlooms more valuable than money—it is quite as sensible to keep them where they will be safe. Keep *your* valuables safe in a box at

The MERCANTILE Safe Deposit Company
115 BROADWAY NEW YORK
ESTABLISHED 1850

JONES SEEKS PROMOTION.

Up-State Senator Working for Fairchild's Seat in Congress.

Special to The New York Times.

ONEONTA, N. Y., Aug. 6.—Senator Samuel A. Jones, popularly known in Albany as the "Billy Sunday of the Senate," is trying to capture the seat in the House of Representatives held by George W. Fairchild of the Thirty-fourth New York District, who is a candidate for re-election. Senator Jones, who is the introducer of the periodical Anti-Saloon League Temperance bill at Albany, is being backed in his fight by William A. Anderson, Superintendent of the Anti-Saloon League, and is making a strong bid for the so-called church vote. Senator Jones won fame in Albany as the introducer of a bill providing for policewomen in New York City.

Congressman Fairchild is a veteran of ten years' experience in Congress and is a member of the Ways and Means Committee. He has received the indorsement of ex-President Taft, Representative Cannon and Minority Leader Mann, and is circulating thousands of copies of a letter he has received from Mr. Taft in which the ex-President says:

"The utter fatuousness of the policy of changing a satisfactory representative in Congress for a new man impresses itself on one who has had the experience that I have had in the Government at Washington. A district which rejects a man who has done good service is utterly foolish. My remarks apply with the utmost emphasis in the case of your district. You have won a place in Congress that is an asset to your constituents. For them not to continue you would be flying in the face of their own advantage."

Both Senator Jones and Congressman Fairchild are Republicans. Senator Jones was not of much assistance to the Old Guard Republican leaders at Albany, and when the Senate districts were reapportioned last Winter his district was thrown into that of Senator Newton. Although the destruction of the reapportionment plan by the Court of Appeals leaves Senator Jones his old Senatorial district, he has shown no intention of giving up his fight to go to Washington.

WILLCOX IN CHICAGO TODAY.

Will Confer with Leaders on Choice for Western Chairman.

Special to The New York Times.

CHICAGO, Aug. 6.—William R. Willcox of New York, Chairman of the Republican National Committee, will be in this city tomorrow. His views on pending issues will be stated in an address before the Hamilton Club at a noonday luncheon. Mr. Willcox will arrive here a day in advance of Charles E. Hughes.

The most important matter awaiting a decision by Mr. Willcox in Chicago is the selection of a Western Chairman. Many influential Republicans in this section of the country have been working hard for the appointment of Frank H. Hitchcock. There are others who are in the running, including John T. Adams of Iowa and A. T. Hart of Kentucky.

Committeemen from most of the Middle Western States will be in Chicago tomorrow to meet the National Chairman.

PRESIDENT STARTS HOME.

Mayflower Leaves Hampton Roads On Return to Washington.

OLD POINT COMFORT, Va., Aug. 6.—The President and Mrs. Wilson, spending the week-end on the yacht Mayflower, concluded a twenty-four-hour visit to Hampton Roads at noon today and started up the bay for Washington, where they will arrive early tomorrow morning.

The President slept late this morning and did not come ashore, although a large crowd of tourists watched the Mayflower at anchor for several hours in the hope that he would land.

During his cruise the President practically has completed his speech accepting the Democratic nomination. He will discuss it this week with Vance McCormick, Chairman of the Democratic Committee, members of the Cabinet and other Democratic leaders.

CANADIAN SENTRIES SEARCH HUGHES CAR

Candidate, on Motor Drive at Niagara Falls, Gets a Glimpse of War Conditions.

VIEWS MILITARY CAMPS

Political Leaders in Niagara County Tell Him Democrats in That Section Are Turning to Him.

Special to The New York Times.

NIAGARA FALLS, N. Y., Aug. 6.—In the best of spirits and anxious for the hard work of the campaign to begin, Charles E. Hughes, Republican nominee for President, spent the first day of his Western tour very much as would any other visitor to Niagara Falls.

He had asked in advance for a day of rest, barren of cheering throngs and spectacular features, and he got just that. As far as possible he avoided political conferences so that he might devote the day to Mrs. Hughes, who accompanied him on the tour. After the first applause by about 150 persons who greeted him when his train arrived at the station, more than an hour behind schedule, he was not molested by crowds.

There were two or three workers in the Republican Party on the committee which welcomed the nominee, and they brought him cheering reports to the effect that Niagara County was solidly behind him, and that many former Wilson supporters were turning to him, although unwilling at this time to come out in the open.

The events of the day scarcely could be taken as a indication of how even this section of New York State will accept Mr. Hughes as a Presidential candidate because of his expressed desire that as little prominence as possible be given to his arrival here to spend a day of rest. On the other hand there were open and anxiously expressed hopes in some quarters that the campaign might soon be going under increased power and that Mr. Hughes would come out with more explicit assertions than those contained in his address of acceptance at Carnegie Hall on July 31.

The political leaders who came here talked along that line and expressed confidence in the nominee as a courageous man and agreed with all he said in his address of acceptance. But the feeling is distinct that in a measure Mr. Hughes has not stripped himself of the title of "The man of mystery" won by his attitude before his nomination.

Expect a Stirring Fight.

The supporters of Mr. Hughes in this section unquestionably are hoping for a new "punch" in the campaign when Mr. Hughes speaks in Detroit tomorrow. There was talk about that also, and not the least doubt was expressed that Mr. Hughes would arouse the country. President Wilson's strength in Niagara County at any rate is not overwhelming, according to such reports as can be obtained.

Mr. Hughes arrived here at 10:30 o'clock in the morning, although his train was scheduled to arrive at 9:20. The day was hot and sultry; not the kind of weather conducive to much enthusiasm. The 150 persons who greeted him were the remnants of a small crowd that had waited for more than an hour. There was mild applause as Mr. and Mrs. Hughes appeared. After luncheon, Mr. and Mrs. Hughes went for a fifty mile automobile ride, accompanied by National Chairman Willcox, John A. Stewart, President of the league of the Republican clubs, and several other friends. The party, including the newspapermen, occupied five automobiles, but scarcely a score of those in the crowd on the State Reservation recognized the nominee. Mr. and Mrs. Hughes rode in an automobile with the top up. An open car had been placed at his disposal, but he gave it to other members of the party.

During the long ride Mr. Hughes crossed the bridge into Canada and got his first glimpse of the present-day conditions in that country because of the war.

As his automobile reached the Canadian side of the bridge he was stopped by the Territorials under command of Sergeant Harry Hamilton. Khaki clad and with bayonets set they directed that the members of the party alight from the auto while it was searched. Mr. Hughes complied with good humor.

"I am obeying orders," one of the soldiers said, as he pried beneath the automobile seat in search of explosives.

"That's all right, my boy," the nominee replied.

As the car occupied by Mr. Hughes passed on a member of the party asked the soldier if he knew he had stopped the man who might be the next President of the United States.

"It would make no difference if he were the King of England unless he had a military pass," he returned.

Sees Military Camp.

Mr. Hughes passed the encampment of the Welland Canal force and other groups of tents where the soldiers were always on guard. The roads along which he drove were, in some sections, lined with barbed-wire defenses. Buildings, bridges, and power houses were guarded by armed men. Here and there he was saluted by some officer who recognized him.

The party visited the monument erected to Sir Isaac Brock, and then swung back across the Suspension Bridge after the Hughes automobile had again been stopped and the nominee requested to get out while it was searched. Again he was told that "orders were orders" and he made no protest.

Mr. Hughes was then driven about the old Niagara fort and its more modern barracks. Most of the men there have been called out for Mexican border duty and the fields about the buildings were overgrown with weeds. Two or three khaki-clad soldiers were seen but for the most part it was a picture of desolation.

On the committee which entertained Mr. Hughes were George W. Knox, State Republican Committeeman; Robert Rice, City Chairman; C. W. Gray, and F. H. Francis of the Citizens' Committee; P. A. Schoellkopf and W. B. Howland, representing the New York State Reservation.

In the morning Mr. and Mrs. Hughes attended services at the Niagara Baptist Church at the invitation of the Rev. C. E. Hemans of Eau Claire, Wis., who was at one time attached to a church built by Mr. Hughes's father at Scranton, Penn. Mr. Hughes then went to his hotel, where he greeted several friends.

Chairman Willcox will go direct from here to open branch headquarters at Chicago, select the man who will have charge, and complete the details for the meetings at which Mr. Hughes will speak there on Tuesday night. Mr. Hughes will reach Detroit tomorrow at 7 o'clock in the morning. There will be a street parade, followed by a public reception. In the evening he will make two speeches.

Frederick M. Davenport, who ran for Governor on the Progressive ticket two years ago, is on the Hughes train.

MOOSE IN FAR WEST WORK FOR WILSON

Most Prominent of 1912 Progressives on Coast Support the President.

McCORMICK GETS PLEDGES

From Washington, Oregon, Idaho, and California Come Denunciations of Roosevelt.

Democratic National Chairman Vance C. McCormick said yesterday that since the Progressive conference in Indianapolis last Thursday at which the Progressive National Committee's indorsement of Hughes was condemned, there had been an enlarged procession of Bull Moose to the standard of President Wilson. He said that to President Wilson, as well as to the Democratic headquarters in this city there were coming every day scores of letters from Progressives and former dyed-in-the-wool Republicans pledging their support to the Democratic ticket.

"Reports from the Pacific Coast," said Mr. McCormick, "indicate that practically the entire Progressive vote of several of these States will be cast for President Wilson. The communities that were most enthusiastic in following Theodore Roosevelt as the Moses of political reform are the most bitter in denouncing his surrender and the most determined not to be delivered back by Roosevelt, Perkins et al., to the unregenerated 'crooks' of 1912."

Mr. McCormick made public a list of names of prominent Progressives who had sent to Democratic headquarters pledges of their support. He said the list was only partial. From Washington he said he had received indorsements from Ole Hanson, Progressive candidate for the United States Senate in 1914; Edgar C. Snyder, Progressive State Chairman; George W. Bright, W. J. Dowling, and J. H. Fletcher, who were on Progressive local tickets in 1914; Henry Albert McLean, Progressive candidate for Congress; C. J. France, Chairman Progressive State Convention; Dr. Carl Ewald, Progressive member Seattle Port Commission; Glen Hoover, Socialist candidate for Congress; Mrs. Lillian Bclote, President Seattle Suffrage Club; Mrs. W. S. Griswoll, Mrs. Nellie Burnside, Mrs. Helen M. Stevens, and Mrs. F. L. W. Clarke, all leading Progressive women; William H. Gorham, former President Seattle Bar Association, and a prominent Republican before he became a Progressive; Austin E. Griffiths, Progressive candidate for Congress; George W. Dilling, former Mayor of Seattle, who says he will vote for President Wilson and for the Republican State ticket, and Byron Phelps, also a former Mayor of Seattle.

From Idaho Mr. McCormick announced he had received pledges of support from P. Monroe Smock, candidate for Congress in 1914 on the Progressive ticket; Hugh E. McElroy, Bull Moose candidate for Governor; Clarence Van Dusen, Progressive candidate for State Auditor, and C. O. Broxon, candidate for State Treasurer.

From Oregon promises of support have come from William Hanley, Progressive candidate for Governor; M. Calihan, and Norman S. Richards, candidate for Congress in 1912.

From California comes news of the success of the Woodrow Wilson Progressive League, of which Francis J. Heney, Progressive candidate for the United States Senate, is Vice President.

Some of the other Progressives of national prominence who have pledged their support to President Wilson are:

Bainbridge Colby, who placed Colonel Roosevelt in nomination at the Progressive Conventions of 1912 and 1914.

J. A. H. Hopkins, Progressive State Chairman of New Jersey.

John J. O'Connell, Progressive Chairman of New York County.

Hugo Wintner, Progressive candidate for Supreme Court in 1912.

Michael Schaap, Vice Chairman of the New York State Progressive Committee and former Progressive Assemblyman.

W. H. Nichols of Vermont, member of the Progressive Executive Committee.

J. C. Parker, editor, of Philadelphia.

Paul T. Mueller, proprietor of the Chicago Abendpost and Chicago Sonntagpost, influential German publications.

LEAGUE TO BACK WILSON.

Men and Women Asked to Join Effort for President's Re-election.

The organization of the League for Americanism and Woodrow Wilson was announced yesterday by Roy F. Schoonmaker of 220 Broadway. The headquarters of the league are to be in New York, with branches in all the States.

"If ever a man in this country earned the confidence, respect, and support of its citizens by reason of loyal, able service, that man is President Woodrow Wilson," said Mr. Schoonmaker.

"In this time of political stress with the patronage hungry managers of a discredited party making desperate efforts to regain control of the machinery of Government, it is the plain duty of every true American to come to the aid of the country by working actively for the re-election of the President.

"Every person, of either sex, interested in the retention in office of President Wilson is invited to join, and to contribute such a sum as can be afforded to aid in carrying on the work of re-electing the best man available for the highest office the people of the greatest country in the world have it in their power to bestow on a citizen."

TIFFANY & Co.

PEARLS DIAMONDS
JEWELRY SILVER BRONZES
CLOCKS WATCHES CHINA
STATIONERY

FIFTH AVENUE & 37TH STREET

Specialists in Footwear Since 1857

Andrew Alexander

Sale of Summer Shoes

Greatly reduced prices in many of our smartest lines which have sold rapidly and are consequently depleted in sizes. Just now we can fit almost any foot in some attractive style suitable for wear until late fall.

All Departments at Both Stores

Sixth Avenue at 19th Street
548 Fifth Avenue, at 45th St.

Suppose the Bids Are Equal?

Would you not like to feel, Mr. Contractor, that you had assured yourself every possible advantage? With other considerations equal, the Bond you offer may be the deciding factor. It is recognized that the maximum of real protection, the certainty of prompt payment of just claims, is guaranteed by the Bond of

American Surety Co of New York
Founded 1884.
100 Broadway
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Branch Offices & Agencies Throughout America

New Jersey Central — One Day EXCURSIONS

Atlantic City
NEXT WEDNESDAY
$2.50 Lv. W. 23d St., 7.50; Liberty St., 8.00.
Lv. Jackson Ave., Jersey City, 8.17.
Lv. Broad St., Newark, 8.15 a.m.
HARD COAL NO SMOKE COMFORT

For Sale.

Sea Cliff, Long Island—North Shore

Beautiful home; three-story brick and frame house; 10 rooms; all improvements. Winter and Summer home; first-class condition. Would consider trade for four-story, 20-foot private house in good section Manhattan. Only principals dealt with. Owner, Box B 250 Times Annex.

ADVERTISEMENT.

Giants to-day with Chicago, 3:40 P. M. Polo Grounds. Adm. 50c.

Saks & Company

Broadway at 34th Street

Today—An Important Clearance

Sale of Men's Shirts

Splendid merchandise, that will furnish a rare opportunity to stock up with beautiful shirts at these remarkable prices today.

at $1.85

Shirts formerly sold at $2.50 and $3, and high-grade shirts of special purchase. Made of silk and cotton and all silk fabrics, Tartan cords, Glen Royal Zephyrs, mercerized cloths and fine quality crede cloth.

at $1.45

Shirts formerly sold at $2 and $2.50, and selected garments from a special purchase. Made of silk and cotton fabrics, hand-loomed crepes, crede cloth, Tartan cords, dimities and mercerized cloths.

The designs include cluster and pencil stripe effects, satin stripes, figured and jacquard designs.

Negligees with soft cuffs, and pleated models with stiff cuffs. All sizes from 13½ to 18½, including sleeve lengths up to 36 inches.

Men's High-Grade Silk Shirts at $2.95, $3.65, $4.95 and $5.95

Shirts of the finer sort, tailored to win the approval of the most exacting individual.

In all kinds of stripe effects, and plain colors, in the following weaves:

Crepe de Chine, Crepe, Francais, Silk Faille, Tussah Cloth, Broadcloth, Radium Silk, Silk Fibre, and novelty weaves.

To be had in plain colors and in heavy satin stripe and cluster stripe designs.

Men's Silk Neckwear at 55c

Mainly $1 scarfs of a special purchase, combined with a very choice lot of silk scarfs from our regular stock.

Nothing newer in scarfs than these, and there is more real beauty of design, and a far wider choice for your selection than can be found in any neckwear in town today at 55c.

The materials include: Crepe failles, imported foulards and genuine Pussy Willow silks.

Men's Athletic Union Suits at $1.35

400 high grade Shedaker silk top athletic garments, with the new "side split" effect. The upper part is made of Florentine silk, and the lower part of fine cotton. If you are looking for comfortable, stylish and perfect fitting underwear, then this is the opportunity for you to purchase such ideal garments at the exceptionally low price of $1.35.

500 Men's Athletic Shirts at 35c

Regular stock price, 50c. Fine white ribbed cotton shirts, cut in full athletic style.

THE BIG POOL, 50c.
FOR MEN AND WOMEN.

Learn to Swim for $5

Bathe and swim in comfort at the Big Pool, clean and safe. Top floor of Fleischman's Turkish Baths, 6th Ave. at 42d St.

Men's Hours
Monday, Wednesday and Friday, from 10 P. M. to 10 A. M.; Tuesday and Thursday from 6 P. M. to 10 A. M., Saturday, Saturday night, Sunday, Sunday night.

Women's Hours
Monday, Wednesday and Friday from 10 A. M. to 10 P. M.; Tuesday and Thursday from 10 A. M. to 6 P. M.

THE HARRIMAN NATIONAL BANK OF THE CITY OF NEW YORK

In Good Faith

No sound business man would commit himself by contract to any commercial or financial policy that he or the party of the second part could not carry out.

The same commonplace would apply to a merchant's banking relations. It would be a foolish merchant who should establish his account and entrust his credit to a bank that either could not or would not care for him in his need; or to a bank that, having the willingness to fulfill its promises, had not the ability to perform them; or, still again, to a bank whose policy and understanding might be entirely out of sympathy with mercantile requirements.

It is too late when the need arises, for the business man, dependent upon bank accommodation, as it is sometimes termed, to discover these things; and, so it is, that while conditions continue as they are to-day the Harriman National Bank urges the community to consider its banking relations for the future.

The Harriman National Bank reserves to itself the privilege of determining whether or not it will loan a customer money, but he may know in advance whether the bank will or will not; and the bank makes no promises to-day which to-morrow it is either unwilling or unable to perform. Beyond this it regards its contract with its customers as inviolable and only asks that the customer shall similarly regard his contract with the bank.

BANKING HOURS FROM 8 A. M. TO 8 P. M.
SAFE DEPOSIT VAULTS 8 A. M. TO MIDNIGHT

HARRIMAN NATIONAL BANK
FIFTH AVENUE AND 44TH ST., NEW YORK

Victor — "HIS MASTER'S VOICE" REG. U.S. PAT. OFF.

To insure Victor quality, always look for the famous trademark, "His Master's Voice." It is on every Victrola and every Victor Record. It is the only way to identify genuine Victrolas and Victor Records.

© Ira L. Hill Studio, N. Y. C.

Farrar sings "The Star Spangled Banner" with thrilling effect

Never was Old Glory so beautifully pictured in song as in this superb rendition of America's national air.

Farrar's charming voice weaves into it a richness of color most delightful, a current of patriotism truly inspiring, an outburst of song dramatic in its fervor.

It is a most surpassing piece of vocal display, as brilliant as the stars in Freedom's banner. And it is carried by this new Victor Record into the homes of all America, to be cherished alike for its beauty and its patriotism.

Star Spangled Banner — **Geraldine Farrar**
Victor Red Seal Record 87247. Ten-inch, $2

An exquisitely beautiful record. Beautiful because of its patriotic sentiment. Beautiful because of Farrar's thrilling rendition. Beautiful because it is true to the very life. This absolute perfection of Victor Records is recognized by Farrar—by all the world's greatest artists. They make records only for the Victor.

You can have the pleasure of hearing this new Farrar record at any Victor dealer's. He will gladly play for you any music you wish to hear. He will demonstrate the various styles of the Victor and Victrola—$10 to $400.

Victor Talking Machine Co., Camden, N. J.

Important warning. Victor Records can be safely and satisfactorily played only with *Victor Needles or Tungs-tone Stylus* on Victors or Victrolas. Victor Records cannot be safely played on machines with jeweled or other reproducing points.

New Victor Records demonstrated at all dealers on the 28th of each month

Victrola

YANKEES RALLY AND BEAT TIGERS AFTER NINE STRAIGHT DEFEATS

JINX LEAVES YANKS IN RATTLE OF HITS

Home Run and Three Doubles Pave Way for Much-Needed Victory.

TIGERS SHY OF CULLOP

Southpaw Nick, Recovering from Injuries, Holds Them at Bay for Eight Innings.

Special to The New York Times.

DETROIT, Mich., Aug. 6.—Eight scoreless innings, then a rattle of base hits, an outbreak of runs by both sides, and a din of wild yelling and rooting, furnished a throbbing climax today to the final game of the Detroit-New York series. The Yankees broke their losing streak. They smashed it with a bang. They won a game, 4 to 2, after losing nine straight; and they won it when four men crossed the plate in the last inning on the strength of a flare-up of four detonating hits, the first of which was a cleaving home run by Walter Pipp. This rally, which consisted of a circuit clout and three doubles, the like of which the Yanks had not liberated for weeks, was sufficient to stand off a dangerous attack by the Tigers in their half. There was no scoring until the ninth. The excellence of the pitching precluded such a happening. Then the Yanks surprised themselves with a show of concentrated hitting such as has been long absent from their repertoire.

Cullop a Lifesaver.

Pipp, Oldring, Gedeon, and Miller were the principals in the epochal breaking of the shackles. There was another prominent figure in the victory. 'Twas Norman, better known as Nick, Cullop. Donovan's crack southpaw, back on the firing line after several weeks' absence with a torn muscle on his ribs, dashed over the rail from New York to the rescue. He arrived this morning, donned his war accoutrements, and did pitching which went far toward checking the swiftly slipping Yankees. He stepped from Pullman to mound, and, although he weakened in the ninth inning and had to be taken out, he pitched like a major for eight innings and had all the craft he ever owned. He had a hard, trying game to pitch, survived eight innings of it at top form, but didn't have the stamina for the ninth because of lack of work. Russell filled the rescue role for Cullop in highly satisfactory style.

Dauss, who, like Cullop, had been a long absentee because of an injury, was reliable for eight innings, but was raked savagely in the ninth. He was wild in the first three innings, and the Yankees had numerous chances to score, but they were all palsied when a hit was needed.

Bush and Burns nicked Cullop for scratch hits in the first with one out. Cobb was the next hitter. Fritz Maisel, from the New York bench, wanted to inspect Ty's bat, and Ty obligingly tossed over his famous weapon. Maisel took a look, heaved it back, and when this by-play was over, Ty grounded to Pipp. Veach fled to Miller. Between the heat and the pitching, batters withered fast through the first eight innings.

Two great catches by Hofman embellished the fourth. Burns whaled far into right centre, and Cobb far to left centre. Hofman, with speed and judgment and a sure clutch, snatched both bounds from a dire.

Bush led off with a walk in the sixth, but danger was soon averted. He was outguessed by Cullop and Alexander when he and Burns tried a hit and run play. The pitch was too high to be hit by Burns, and Bush was thrown out. Alexander's throwing was speedy and accurate.

Pipp opened the ninth and plastered the ball with all his might and main. There are times when all his might and main are considerable, and this was one of the times. He beat Bush's relay to the plate, and received an ovation from the fans, many of whom are rooting like sin for the luckless Yanks.

Pipp's Clout Starts Something.

Pipp's colossal hit acted as a torch. It set off a blaze of hits. Oldring doubled to left. Gedeon doubled to the same field and scored him. Boone struck out and Alexander walked. Cullop died at first, but advanced his men and Miller brought them in with a two-bagger to left.

Beginning Detroit's ninth, Boone threw out Burns. Cobb whizzed a two-bagger past Peck. Veach shot a single over Peck and Cobb came in. Heilman's bunt was a beauty and caught Boone flat-footed. Young walked and filled the bases. Cullop withdrew. Donovan had Love and Russell warming up, and sent for Russell in a hurry. Jennings bluffed with both Baker and Kavanagh as the next hitter, but chose Sam Crawford when he saw a right-handed pitcher going to the rubber. Sam chopped to Gedeon and forced Young while Veach scored. Fuller, understudying Crawford as a runner, tried to steal and was thrown out by Alexander.

The score:

NEW YORK. (A.)	AB	R	H	PO	A
Miller,lf	4	0	0	1	4
Hofman,cf	5	0	1	6	0
Peck'gh,ss	3	0	0	3	5
Pipp,1b	4	1	2	10	0
Oldring,rf	2	1	1	0	0
Gedeon,2b	4	1	1	1	3
Boone,3b	4	0	0	1	2
Alex'der,c	2	1	0	4	2
Cullop,p	3	0	0	0	0
Russell,p	0	0	0	0	0
Total	32	4	6	27	12

DETROIT. (A.)	AB	R	H	PO	A
Vitt,3b	4	0	0	1	4
Bush,ss	3	0	1	2	3
Burns,1b	4	0	1	15	0
Cobb,cf	4	1	1	0	0
Veach,lf	4	1	2	3	0
Heilman,rf	4	0	1	0	0
Young,2b	3	0	2	3	6
Stanage,c	3	0	1	2	1
Dauss,p	2	0	0	0	0
Baker,c	0	0	0	1	0
aCrawford	1	0	0	0	0
bHarper	1	0	0	0	0
cFuller	0	0	0	0	0
Total	33	2	8	27	14

a-Batted for Baker in ninth inning.
b-Batted for Dauss in ninth inning.
c-Ran for Crawford in ninth inning.

New York	0	0	0	0	0	0	0	4	—4
Detroit	0	0	0	0	0	0	0	2	—2

Two-base hits—Miller, Oldring, Gedeon, Cobb. Home run—Pipp. Stolen base—Pipp. Left on bases—New York, 7; Detroit, 7. Bases on balls—Off Cullop, 3; off Dauss, 6. Hits and earned runs—Off Cullop, 8 hits, 1 run, in eight and one-third innings; off Russell, no hits, 1 run in one-third inning; off Dauss, 6 hits, 4 runs in nine innings. Struck out—By Cullop, 4; by Russell, 1; by Dauss, 3. Time of game—Two hours and three minutes. Umpires—Messrs. Evans and O'Loughlin.

BASEBALL

Yesterday's Results.

NATIONAL LEAGUE.

No games scheduled.

AMERICAN LEAGUE.

New York, 4; Detroit, 2.
Washington, 2; Chicago, 1.
(Ten innings.)
Cleveland, 5; Philadelphia, 2.
Boston, 1; St. Louis, 0.

Standing of the Clubs.

NATIONAL LEAGUE.

	Won.	Lost.	P.C.
Brooklyn	59	35	.628
Boston	53	38	.582
Philadelphia	53	40	.570
New York	48	45	.516
Chicago	46	53	.465
St. Louis	45	57	.441
Pittsburgh	41	53	.436
Cincinnati	39	63	.382

AMERICAN LEAGUE.

	Won.	Lost.	P.C.
Chicago	60	44	.577
Boston	58	43	.574
Cleveland	57	44	.564
New York	54	47	.535
Detroit	55	50	.524
Washington	51	49	.510
St. Louis	52	61	.505
Philadelphia	19	78	.196

Where They Play Today.

NATIONAL LEAGUE.

Chicago at New York.
(Game starts at 3:40 P. M.)
Pittsburgh at Brooklyn.
(Game starts at 3:30 P. M.)
Cincinnati at Boston.
(Two games.)
St. Louis at Philadelphia.

AMERICAN LEAGUE.

New York at Cleveland.
Boston at Chicago.
Philadelphia at Detroit.
Washington at St. Louis.

LEADERS LOSE ON A FLUKE.

Misjudged Fly Gives Senators Extra-Inning Game Over White Sox.

CHICAGO, Aug. 6.—John Collins misjudged Moeller's long fly in the tenth inning, after two men were out, and it went for a triple, which, followed by Foster's single to centre, gave Washington the winning run over Chicago today 2 to 1. Wolfgang allowed only three hits during his reign on the mound, and when Walter Johnson replaced Boehling Faber took the mound for the locals. The score:

WASHINGTON, (A.)	AB	R	H	PO	A
Moeller,lf	3	1	1	4	0
Foster,3b	5	0	1	0	4
Shanks,cf	3	0	0	2	0
Rice,rf	3	1	0	3	0
Williams,1b	3	0	0	10	0
Morgan,2b	4	0	4	1	1
Henry,c	2	0	0	3	2
Milan,ss	1	0	0	3	0
McBride,ss	4	0	0	3	2
Boehling,p	2	0	0	1	5
aGharrity	1	0	0	0	0
Johnson,p	1	0	0	0	0
Total	34	2	6	30	15

CHICAGO, (A.)	AB	R	H	PO	A
J.Collins,rf	4	0	0	0	0
Weaver,ss	4	0	0	2	3
McCollins,2b	4	1	2	2	4
Jackson,lf	4	0	0	4	0
Schalk,c	4	0	1	2	1
Ness,1b	3	0	0	17	0
Felsch,cf	4	0	3	3	0
M'Mullin,3b	3	0	2	0	6
Wolfgang,p	2	0	1	0	5
Faber,p	0	0	0	0	0
bFournier	1	0	0	0	0
cLiebold	1	0	0	0	0
dMurphy	1	0	0	0	0
Total	35	1	9	30	19

a-Batted for Boehling in eighth inning.
b-Batted for McMullin in ninth inning.
c-Batted for Faber in tenth inning.
d-Batted for J. Collins in tenth inning.

Washington	0	0	0	0	0	0	1	0	0	1—2
Chicago	0	0	0	0	0	0	1	0	0	0—1

Two-base hits—McMullin, (2.) Three-base hit—Moeller. Sacrifice hits—Wolfgang, Henry, Williams. Left on bases—Chicago, 6; Washington, 7. Bases on balls—Off Wolfgang, 3. Hits and earned runs—Off Boehling, 8 hits, 1 run in seven innings; off Johnson, 1 hit, no runs in three innings; off Wolfgang, 3 hits, 1 run in eight innings; off Faber, 3 hits, 1 run in two innings. Hit by pitcher—By Boehling, (Ness.) Struck out—By Boehling, 2; by Johnson, 2. Wild pitch—Boehling. Passed ball—Schalk. Time of game—One hour and fifty-four minutes. Umpires—Messrs. Owens and Hildebrand.

RED SOX GET SOLE RUN.

Austin and Thomas in Fist Fight in Browns-Boston Game.

ST. LOUIS, Aug. 6.—Boston won from St. Louis, 1 to 0, here today. Foster held the locals to three hits, and only one man reached third, Marsans going there from first on a passed ball and Gardner's error in the second inning. A fist fight added excitement in the sixth. After Austin had two strikes on him Thomas was heard making a remark. Austin struck out on the next ball, immediately tore off Thomas's mask, and the two came to blows. Players and police rushed to separate them. The two were ordered off the field. The score:

BOSTON, (A.)	AB	R	H	PO	A
Hooper,rf	4	0	1	4	0
Barry,2b	4	0	1	0	4
Lewis,lf	4	0	1	3	0
Gainer,1b	3	0	1	9	0
Walker,cf	4	0	1	1	0
Gardner,3b	4	0	1	1	1
Scott,ss	4	0	1	4	2
Thomas,c	2	0	0	3	2
Cady,c	1	0	0	1	1
Foster,p	2	1	1	1	0
Total	32	1	8	27	10

ST. LOUIS, (A.)	AB	R	H	PO	A
Shotton,lf	4	0	1	3	0
Austin,3b	3	0	0	1	3
Wallace,3b	0	0	0	0	1
aRumley	1	0	0	0	0
Miller,rf	3	0	0	3	0
Sisler,1b	4	0	0	8	1
Pratt,2b	3	0	0	5	2
Marsans,cf	2	0	1	2	0
Severeid,c	3	0	1	2	2
Lavan,ss	3	0	0	3	5
Koob,p	2	0	0	0	1
bBorton	0	0	0	0	0
Wellman,p	0	0	0	0	0
Total	28	0	3	27	15

a-Batted for Wallace in ninth inning.
b-Batted for Koob in eighth inning.
Error—Gardner.

Boston	0	0	0	0	0	1	0	0	0	—1
St. Louis	0	0	0	0	0	0	0	0	0	—0

Two-base hit—Scott. Stolen base—Gainer. Left on bases—Boston, 6; St. Louis, 4. Bases on balls—Off Foster, 2; off Koob, 2. Hits and earned runs—Off Foster, 3 hits, no runs; in nine innings; off Koob, 7 hits, 8 runs in eight innings; off Wellman, 1 hit, no runs in one inning. Hit by pitcher—by Foster, (Marsans.) Struck out—By Foster, 3; by Wellman, 1. Wild pitch—Foster. Passed ball—Thomas. Time of game—One hour and forty-seven minutes. Umpires—Messrs. Chill and Connolly.

American Association.

Louisville, 4; Toledo, 3.
Milwaukee, 8; Kansas City, 6.
St. Paul, 4; Minneapolis, 3.
(First game.)
Minneapolis, 7; St. Paul, 1.
(Second game.)
Columbus, 8; Indianapolis, 2.
(First game.)
Columbus, 5; Indianapolis, 5.
(Second game; called ninth inning, darkness.)

New York State League.

Binghamton, 6; Utica, 2.
Albany, 4; Scranton, 3.
Syracuse, 3; Elmira, 2.

VOLLMER AVENGES SATURDAY'S DEFEAT

Shows Way to Langer, Triple National Champion, in 330-Yard Exhibition Swim.

Herbert E. Vollmer of the New York A. C. yesterday met Ludy Langer, the Los Angeles swimmer, in an exhibition race of 330 yards in the pool of the Casino at Allenhurst, N. J., and turned the tables on his conqueror of Saturday, who won the quarter-mile national championship at Travers Island. Vollmer found the distance more suited to his sprinting ability, and he led the sturdy Southern Californian virtually from start to finish. The exhibition was staged by Captain Arthur McAleenan of the New York A. C., and, because he had no desire to make the event appear as a competition, he allowed no one to hold a watch officially on the men. It was plainly evident that the pace made by Vollmer was decidedly fast, and there was no period of the race where either man was not trying.

Almost from the jump-off the men raced shoulder to shoulder, and then finished with less than half a length separating them. At one stretch, near the 220-yard mark, Langer's head appeared in front. But it was a short stretch, for Vollmer soon regained the lead. The last fifty yards were marked by a sustained spurt, with the New York A. C. representative gaining just enough advantage to bring him home in front. Arthur McAleenan, national fancy diving champion, also gave a fine exhibition of his art in the Allenhurst pool.

Langer will leave tonight for St. Louis, where he will defend his 880-yard national championship on Saturday night against Vollmer and Tedford Cann of the New York A. C., and probably against several other Western swimming stars.

Vollmer and Cann will start West about Wednesday. From St. Louis, all three will go to Los Angeles for the mile championship, and thence to Honolulu for the 100-yard titular contest.

GOODWIN MAY REGAIN TITLE.

Veteran Swimmer to Try for Mile Metropolitan Championship.

Bud Goodwin, the New York A. C. swimmer who has been winning championships for more than fifteen years, will try for another title tonight in the Steeplechase Pool at Coney Island when he bids for the one-mile championship of the Metropolitan Association of the Amateur Athletic Union. Joseph T. Wheatley, another Mercury Footer, is present holder of the title and will defend it against Goodwin. John Zimnoch of the New York A. C., and Charles Kaufman of the College Point Life Savers, League.

Prior to last year Goodwin held the mile Metropolitan title for seven years. He could not defend it in 1915 because he returned too late from the national championships at San Francisco.

ATHLETICS GET IT AGAIN.

Three Star Twirlers Cannot Stem Eighteenth Straight Defeat.

CLEVELAND, Aug. 6.—Philadelphia lost its eighteenth straight game today, Cleveland winning, 5 to 2. In an effort to break his club's losing streak Connie Mack used his three best pitchers, Nabors, Myers, and Bush. Each worked three innings at top speed. Nabors went through all right, Myers and Bush were hit hard. Guy Morton pitched the first time for Cleveland since July 14. He was taken out when he began to tire. The score:

CLEVELAND, (A.)	AB	R	H	PO	A
Graney,lf	4	2	1	0	0
Chapman,3b	3	1	2	1	5
Speaker,cf	4	0	2	5	1
Roth,rf	4	0	2	2	0
Gandil,1b	4	0	0	9	0
Wambs'ss,ss	2	2	1	2	3
Turner,2b	4	0	1	4	2
O'Neill,c	3	0	0	4	1
Morton,p	3	0	0	0	0
Klepfer,p	1	0	0	0	0
Total	32	5	11	27	12

PHIL'DELPHIA, (A.)	AB	R	H	PO	A
Witt,ss	5	0	2	2	3
Walsh,rf	3	0	0	1	0
Strunk,lf	2	1	0	0	0
Lajoie,2b	4	1	2	2	5
McInnis,1b	4	0	1	10	0
M'Elwee,3b	4	0	2	2	2
Pick,cf	4	0	1	2	0
Haley,c	3	0	1	4	3
Nabors,p	1	0	0	0	0
Myers,p	2	0	0	0	1
Bush,p	0	0	0	1	0
aDavis	1	0	0	0	0
bRowe	0	0	0	0	0
Total	33	2	9	24	14

a-Batted for Bush in ninth inning.
b-Ran for Haley in ninth inning.
Errors—Witt, McElwee.

Cleveland	0	0	0	1	2	0	1	1	0	—5
Philadelphia	0	0	0	0	0	0	2	0	0	0—2

Two-base hits—Graney, (2.) Three-base hit—Roth. Sacrifice hits—Chapman, Walsh. Double plays—Witt, Lajoie, and McInnis; Wambsgans and Gandil; Lajoie and McInnis. Left on bases—Cleveland, 9; Philadelphia, 8. First base on errors—Cleveland, 1. Base on balls—Off Morton, 1; off Klepfer, 2; off Nabors, 3; off Myers, 1; off Bush, 1. Hits and earned runs—Off Morton, 7 hits, 2 runs in seven innings; off Klepfer, 2 hits, no runs in two innings; off Nabors, 2 hits, no runs in three innings; off Myers, 4 hits, 2 runs in three innings; off Bush, 5 hits, 2 runs in two innings. Struck out—By Morton, 3; by Klepfer, 1; by Nabors, 2; by Myers, 1. Wild pitch—Nabors. Time of game—Two hours and five minutes. Umpires—Messrs. Dineen and Nallin.

INTERNATIONAL LEAGUE.

AT PROVIDENCE.

									R.	H.	E.
Providence	3	0	0	0	2	0	0	3	—8	13	2
Newark	1	0	0	0	0	0	0	0	—1	7	0

STANDING OF THE CLUBS.

	Won.	Lost.	P.C.
Providence	53	43	.552
Buffalo	52	43	.547
Montreal	49	44	.527
Toronto	47	43	.522
Baltimore	50	47	.515
Richmond	45	47	.489
Newark	40	54	.426
Rochester	38	53	.418

WHERE THEY PLAY TODAY.
Buffalo at Toronto. (two games.)

Southern Association.

Nashville, 3; Mobile, 2.
Chattanooga, 3; New Orleans, 1.
(First game.)
Chatanooga, 5; New Orleans, 2.
(Second game.)
Memphis, 6; Little Rock, 2.

Eastern League.

Lynn, 11; Bridgeport, 8.
(No other games scheduled.)

Comment on Current Events in Sports

Williams, Tennis Hope of the East.

Standing foremost in the tennis world at the present moment is Richard Norris Williams, 2d, of Philadelphia, victor over the national singles champion, William M. Johnston, in a thrilling match of the East vs. West series at Forest Hills last Friday. A little earlier in the season such an achievement might not have its present significance, but with the national championships only three weeks off this victory has caused followers of the game to wonder whether the Californian will be forced to abdicate his singles crown in favor of the skillful Philadelphian. It was in 1914 that Williams held the championship, the famous Maurice E. McLoughlin falling victim to his Eastern rival. But then part of the satisfaction of his victory was withheld. The Ranking Committee, taking the full season as its basis of comparison, gave the Pacific Coast comet the coveted place as first player of the country.

The Philadelphian is certainly an able man when playing at the top of his game, but what most concerned people before the East vs. West matches was whether Williams had actually regained his form on the courts. The defeat by Clarence J. Griffin in the second round of the Longwood tournament appeared to prove the opposite. Williams did not play well then. He was erratic—at times brilliant; again, far below par. The short period of ten days wrought a miracle. From mediocre play Williams suddenly raised himself to the pinnacle, and even Johnston could not withstand the assault of his rival. And now Williams is the chosen, of Eastern men at any rate, for the national championship in singles.

It is almost too much to expect that Williams will improve over the game he displayed against Johnston. Yet there are three weeks in which he can round off his play—then even the form of McLoughlin in the Davis Cup matches may be surpassed. The Quaker City man has nothing to learn in strokes. Everything that goes to make the perfect tennis player is at his command, and with such a grounding it remains only for him to co-ordinate mind and muscle. From now on the work of Williams will be watched with anxious concern, for on him is pinned the faith of many in the ability of the East to establish itself in the position which obtained when William A. Larned reigned supreme. Probably no champion again will ever be able to hold such undisputed sway, yet in Williams there is youth, skill, above all, a natural aptitude for the game. With such forces at work nothing is quite beyond the realm of possibility.

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Noteworthy Features at Saratoga.

Although only the first week of the meeting is over, there are some features of the present Saratoga racing season which will make it stand out in turf annals. In the first place the fields have never, even in the palmy days of racing, been larger than they are at present, and the class of horses racing could hardly be excelled, even at the time when such stars as Sysonby, Colin, Gold Heels, and Irish Lad were making history on the Saratoga track.

The influx of Western horsemen with their stables has been greater than at any time since the revival of the sport in this State. Some of the best that Kentucky has to offer are now measuring strides with the pick of the East. Dodge, winner of the American and Latonia Derbies; Harry Kelly, America, Franklin, Hank O'Day, Sedan, Berlin, Blind Baggage, Kathleen, Water Blossom, and numerous others, which have made reputations on distant tracks, are meeting the best horses and more than holding their own.

Another interesting feature has been the fine showing made by the imported horses, more of which are now racing in the United States than ever before. These thoroughbreds have failed to show their true form on the metropolitan tracks, the impression being formed from the way they ran that they were not quite ready yet. But those which have thus far been seen at Saratoga appear to be thoroughly acclimatized, and are giving some splendid exhibitions of speed and stamina. This is not only true of the handicap events, but also applies to the two-year-old and other divisions.

The difference between the American and English methods of training can readily be seen when any of the imported thoroughbreds start. They are much slower to get away from the barrier than our horses, being almost invariably the last to get off, but, once in their stride, they generally manage to make up the ground lost at the start, whereas our thoroughbreds are taught to break quickly and generally show much early speed.

In one respect the European war has been of vast benefit to American owners and breeders, inasmuch as they have been able to obtain from England and France some of the best stock of both those countries, which otherwise they would not have been able to get for any amount of money. Many of these horses are now being raced at Saratoga, and the showing they have made may be seen by the results of the last week's races.

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Brooklyn and the Pennant.

During these torrid August days, when the heat is taking the snap out of some of the baseball clubs, the Brooklyn team goes along its merry way, maintaining a lead at the head of the National League race which has the other teams guessing. The Dodgers have set a pace which has kept the other clubs on the jump, and the manner in which they have held to their advantage has been the surprise of the season.

While the race is not over by any means, the pitching and batting shown by Brooklyn is evidence enough that they are not going to give up without a hard struggle. The veteran staff of pitchers across the bridge is much better able to stand this sort of baseball weather than some of the pitchers who are new in the league. It is a hardened, seasoned ball club, and one which should stand the important test of the next few weeks better than some of their opponents.

Manager Wilbert Robinson is a leader of long experience and good judgment, and he has shown this year that he knows how to make the best possible use of his talent. Baseball fans who have been rooting for other clubs to win and expected that the Dodgers would crack long before this are fast coming to the belief that the Brooklyns are to stick.

The Boston Braves and the Phillies are still strong factors in the race, and it looks as if it were going to be a hard drive right to the end of the season. The Dodgers have the advantage on account of their lead. On Saturday they completed their eighth straight victory before they lost the second game of the double-header. Eight straight is better baseball than any of the other clubs in the National League are playing just now, and Robinson's pitching staff is in fine shape. The heavy hitting of the Dodgers has been a surprise, and they have shown in the continuity of their driving attack that their hard hitting has been no temporary spurt.

The Brooklyn Club has been consistent all season. There have been no sensational flashes such as the Giants showed when they won seventeen straight, but they have played steady baseball from day to day. The reserve strength which Manager Robinson has saved up has been used advantageously when some of the players were inclined to slump. True, Brooklyn has not a high-class infield outside of Daubert, but it is just as good as that of the Phillies, who won the National League pennant last season. The pitching staff is a better balanced organization than that of the champions, while Brooklyn is hitting far better than either Philadelphia or Boston, leading the league in team batting with a mark of .260. Pfeffer, Coombs, Marquard, Cheney, and Rucker have records which place them near the top of the league's pitchers. Daubert leads the league in base hits with 121, while Lew McCarty is leading the league's batting with a mark of .395 in thirty-six games. Brooklyn's chances for winning the pennant are getting better every day.

***

A Great Swimmer in Action.

Ludy Langer, the Los Angeles A. C. waterman who so convincingly proved his superiority over Herbert E. Vollmer and three others of the best swimmers in the East in the 440-yard national championship at Travers Island on Saturday, has a style that closely approaches perfection. He has both speed and stamina, a rare combination in the makeup of any athlete; he has confidence, an abundance of it; and, in sporting phrase, he has a head and knows how to use it in competition. Any swimmer who can beat Vollmer twelve yards in a quarter-mile race must be held in the highest regard. Vollmer is at his best when swimming the quarter mile, while Langer, with his strength and stamina, does not attain his greatest efficiency until he swims a half mile, making his triumph of Saturday the more noteworthy.

Langer is a model athlete in regard to confidence. He does not overrate his own ability, but gauges it to such a degree that he neither overestimates it nor underrates it. He was the picture of confidence as he stood on the float in Travers Island Creek prior to jumping off at the start of the championship race Saturday. Though facing four of the best quarter-mile swimmers in the East, Langer joked and laughed with the officials around him. His opponents seemed not to worry him an atom. Once he hit the water Langer was as much at home as a fish. He put on exhibition a style that has never before been seen in the East, a style in which it would be difficult to find a flaw. His sturdy arms thrashed the water with the power of a motor boat engine, and every time his four-beat rotary-trudgeon crawl stroke came into play he was carried through the water with smooth, even progress. Like that master swimmer, Duke Kahanamoku, Langer always kept his head above water, which enabled him to follow his own course. He did not swerve from side to side, with little sense of direction, as Vollmer did. An equal amount of propelling power was furnished by each side of Langer's body, giving him grace and ease as he progressed toward his goal. He did not waste a stroke of his arms or kick of his legs in his defense of his 440-yard title.

Langer knows every angle of swimming and has the physical build to enable him to put his knowledge to practical use. He will be a hard man to dethrone as champion, and if his showing on Saturday is any criterion he will still be champion at 440 yards, 880 yards, and a mile at the end of the 1916 swimming season, as he was in 1915.

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Reflections on a Golfing Oddity.

The dog days are at hand, and the golfers are abandoning the metropolitan links, with their close-cropped fairways and their faultless greens, for seashore courses swept by ocean breezes and infested by man-eating mosquitos, or for the still more formidable mountain courses, where every ball on the fair green finds a niblick lie. It is rather an odd thing that, while the baseball fans and players thrive beneath the rays of the August sun, while the tennis players of the East and West dash hither and thither in frantic endeavor over the baked surfaces of the courts, while polo players, cricket players, and various other sorts of players continue their favorite pastimes with unabated zeal, the golfer, who is heralded in song and story as the acme of devotion to a misguided cause, is the first and perhaps the only sportsman driven from his happy hunting grounds through the lofty altitude taken by the mercury with regard to its position in the thermometer tube.

In the numbing days of the late Autumn, when cool blasts chill stout hearts and cause a sudden rise in the fur market, the maishe wielders are still pursuing their winding ways from tee to green clad in flannels that are at the same time mementos of vacation hours and promises of Summer days that are to come. In the depths of Winter, digging in the snow and sliding across the ice for the doubtful pleasure of retrieving a little red ball, the hardier members of the species fairly revel in the difficulties and the impromptu hazards set up or laid down by Boreas or Jack Frost. When the floodgates of heaven are opened in the Spring and the rain pours down until the landscape is almost hidden from view, as mournful as the heron but as ready as the duck, the denizens of the links navigate their perilous courses amid a sea of troubles that the Ancient Mariner might well have fled.

But in that season of the year which is named by the proletariat "the good old Summer time," when—thanks to up-to-date irrigation—the course is the greenest and the turf the softest, when there are leaves on every bough, birds in every nest, flowers in every nook, this inanesate player, this featherless biped whose actions have caused well-merited wonderment through the lapse of centuries, this inconsistent species of the genus homo, this—in short, this golfer, abandons that which should furnish his greatest delight just when nature and the greenkeeper combine forces to bring the scenes of his pleasure to the highest point of perfection.

MAISEL'S RETURN IN DOUBT.

Injuries Are Still Troublesome—Yanks Recall a Pitcher.

Special to The New York Times.

DETROIT, Mich., Aug. 6.—Fritz Maisel's return to the game as a regular player for the Yanks is uncertain. The latest developments do not point to his being able to resume work in the immediate future. He tried sharp throwing yesterday and the pain was so acute that he had to give it up.

Urban Shorker, the pitcher recalled from Toronto, and Nick Cullop, who has been on the hospital squad, reported to the Yankees today, and both said they were ready to step right out on the slab. Cullop worked eight innings in today's game. Mullen won't be able to play for several days as a result of a spiking by Cobb yesterday.

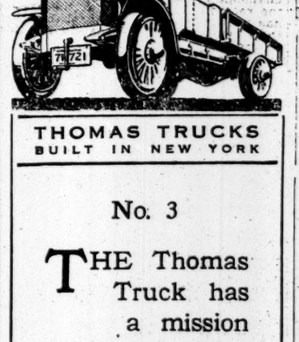
SPEARS WINS MATCH RACE.

Australian Cyclist Defeats Champion Kramer for Third Time.

Special to The New York Times.

NEWARK, N. J., Aug. 6.—Bob Spears of Australia defeated Frank Kramer, the American cycling champion, in two out of three heats of a two-thirds-mile match race at the local Velodrome this afternoon. It was the third time this season that the Australian cyclist has beaten Kramer in a match race.

Arthur Spencer of Toronto created a surprise by defeating Alfred Goullet in the Brassard race at one mile. Alfred Grenda won the five-mile open race for the professionals in a close finish, with McNamara, Corry, Kramer, and Goullet. John Bedell came in first, but was disqualified for taking the pole from the inside. Raymond Eaton won the one-third-mile handicap for the professionals, and Alfred Goullet came home a winner in the two-mile handicap, riding from scratch.



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No. 3

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GRUNAN IN TWO BOUTS.

Coast Boxer to Perform Tuesday and Saturday—Other Bouts.

Although the postponement of the Dundee-Welling bout, which was scheduled for Wednesday at Madison Square Garden, robs the week of its best fistic attraction, several of the clubs will stage regular weekly shows. At the Pioneer Sporting Club tomorrow night, Ralph Grunan, Billy Roche's boxer from the Coast, will be matched against Jimmy Duffy of the west side. Grunan will also have another bout at the opening of the Broadway Sporting Club in Brooklyn on Saturday night when he goes against Walter Mohr.

The Harlem Sporting Club's feature bout will be between Vic Moran, the New Orleans lightweight, and Leo Johnson, the negro boxer. The Harlem Club's Rockaway bill tomorrow will be Dave Kurtz vs. Knockout Jaffe. A Japanese boxer will also be seen in action. He is Jalean Cartuscka, and his opponent will be Ted Hayes.

The Olympic Athletic Club's show tonight will have for its chief attraction a bout between the veteran Chicago heavyweight, Jim Barry, and Jim Smith of the Bronx. The semi-final will bring together K. O. Eggers and Terry Martin. The show at the Arverne Sporting Club on Thursday night will include Marty Cross and Johnny Lore and Patsy Kline and Young Rector.

The bouts scheduled thus far this week are:

MONDAY.

Olympic A. C.—Jim Barry vs. Jim Smith, K. O. Eggers vs. Terry Martin.
Hamilton A. C., Brooklyn—Harry Pierce vs. Frankie Dremeyer.
Clermont A. C., Brooklyn—Battling Chuck vs. Young Marino.

TUESDAY.

Pioneer S. C.—Ralph Grunan vs. Jimmy Duffy.
Harlem S. C., Hammels—Dave Kurtz vs. K. O. Jaffe, Jalean Cartuscka vs. Ted Hayes.

THURSDAY.

Clerm

TODAY BRINGS FINAL RUN OF N. Y. Y. C. BOATS

FLEET'S LAST RUN TO NEWPORT TODAY

N. Y. Y. C. Cruisers Spend Hot Day at Mattapoisett—Okee Protest Dismissed.

SUMMARIES ARE ANNOUNCED

Irolita Saturday's Winner on Corrected Time—Elena Was Faster in Actual Sailing.

Special to The New York Times.

MATTAPOISETT, Mass., Aug. 6.—Although the golf and tennis clubs here placed their grounds at the disposal of the members of the New York Yacht Club and their guests today, the active crew men of the squadron were too tired after the exhausting run of 62 miles from Fort Pond Bay yesterday to move around much in the blistering sun, which made this about the hottest day of the cruise. After colors, when the yachts were dressed, most of the sailors spent the day resting under the cover of deck awnings. A dozen steamers joined the fleet here for the run to Newport tomorrow, which will be the final one of the cruise. Harbor start has been set for 9 o'clock, and Commodore Baker hopes to have the squadron at anchor before sunset.

The official summaries, covering the late arrival of the fleet Saturday night, were not posted until this morning. On corrected time, Irolita defeated Katrina by 2 minutes and 15 seconds, although in actual sailing time Morton F. Plant's Elena beat Irolita by 53 minutes and 50 seconds and James B. Ford's Katrina finished 5 minutes and 9 seconds ahead of Irolita. Among the second-division schooners, Flying Cloud, which is the old Radiant rechristened, beat the new Boston schooner Amorilla, on both elapsed and corrected time, by exactly five minutes.

Barbara Wins Cup for Sloops.

In the race for the first division sloop cup, Barbara was victorious by the margin of four minutes and eighteen seconds over George Nichols's Carolina. The 65-footer Aurora, which won her class race against Winsome by twenty minutes, was beaten for the cup by nineteen minutes and sixteen seconds, corrected time. Aurora, however, actually sailed the course in twenty-four minutes and forty-two seconds less time than did Barbara, and was the first of the single stickers to come to anchor here.

Okee, of the thirties, had only the slight margin in corrected time of forty-eight seconds over Dr. James H. Bishop's Pampero in the race for the second division sloop cup, the former getting an allowance of 1:13:22 from the latter because of the difference in size. In her class race, Okee had a margin of only seven minutes over Lesmona.

Billy Swan, who began sailing Pampero during Larchmont race week after having twice sailed Maisie successfully, defeated Pauline, his nearest competitor in the forty-foot class race, by 6 minutes and 24 seconds. Maisie was thirty-three seconds behind Pauline, the two hugging each other closely throughout the run.

Okee Protest Dismissed.

At a meeting of the Regatta Committee on board the flagship Viking today the persons who sailed on the Okee in the race for the Navy Alumni Cup for sloops proved they were not in tow after the sounding of the preparatory signal. The protest against her was therefore dismissed and the cup awarded to L. G. Hammersley, the owner, who is with his regiment, the Seventy-first New York, on the Mexican border.

Among the guests on board the brightly illuminated yachts in the fleet tonight are: Fleet Captain Grenville Kane, Dr. Samuel A. Brown, H. De B. Parsons, J. M. MacDonough, F. O. Spedden, Robert W. Chandler, and Henry Brevoort Kane on Commodore Baker's flagship Viking; Lieut. Col. J. C. R. Peabody, Edward D. Watson, Junius Spencer Morgan, Jr., G. A. Cormack, and Eliot Tuckerman on Vice Commodore J. P. Morgan's Corsair; Mr. and Mrs. Arthur Scott Bourne and Howard Bourne on board Frederick G. Bourne's steamer Alberta; Samuel P. Rotan, E. E. Smith, Wm. L. Stow, and Morton W. Smith on board James Elverson, Jr.'s, Allegro; the Brazilian Ambassador and Mrs. da Gama, Señor Orestes Ferrara, Speaker of the House of Representatives of Cuba, and Mrs. Ferrara; A. M. Bagby, and Frank Pollock on board J. R. De Lamar's May; Mrs. J. P. Finley, Miss Mary L. Finley, Miss Helen Turnbull, Miss Georgia Appleton, Miss Louise Cox, Miss Dorothy Mitchell, and Harry Rowe Shelley on board Commodore E. C. Benedict's Oneida; Stuyvesant Wainwright, Harold W. Webb, Frederick P. Warfield, and Alfred Flesh on board Holland S. Duell's Rowdy; Drake Sparkman and Henry Stern on board Cornelius Vanderbilt, Jr.'s, Aurora; Mr. and Mrs. Morton F. Plant, Mr. and Mrs. William Rayburn, Mr. and Mrs. F. V. Chappell, Mr. and Mrs. William H. Bush, Guy Lowell, and Henry B. Plant, on board Mr. Plant's steamer Vanadis; William H. Busk, C. Van Winkle, J. Percy Bartram, and C. B. Seeley on board Mr. Plant's Elena; Mr. and Mrs. Howard Burden, Miss Winthrop Bushnell, Miss Virginia Van Ingen, Thompson Bushnell, Robert M. Sanderson, and John C. Borden on board Mr. Burden's steamer Sovereign; Alexander Smith Cochran, Amory G. Hodges, Arthur Thomsen, and Isaac Townsend on board Robert P. Perkins's steamer Mohican; Lieut. Commander Robert Henderson, U. S. N., and Charles Glucus on board A. Willard Pollard's Shur; Dr. George W. McDowell, and the Rev. H. D. Trinkhaus on board Charles B. Keeler's sloop Alice; Judge F. De Witt Wells on board Leonard H. Dyer's Atlantis; and Dr. H. Hugh Williams, L. M. Stockton, Austin Potter and Bayard Warren on board Herbert M. Sears's Constellation. The summaries of Saturday's run are as follows:

Fourth Squadron Run on Saturday—Fort Pond Bay to Mattapoisett—Distance 62 Miles.

N. Y. Y. C. THIRTIES.
Start 7:25.

Yacht and Owner.	Finish. H.M.S.	Elopsed. H.M.S.
Okee III., L. G. Hammersley	9:47:37	14:22:37
Les Mona, G. B. Kulenkampff	9:54:44	14:29:44
Alera, J. L. Cutler	10:10:45	14:45:45
Silhouette, E. H. Prentice	10:12:58	14:47:58
Adois, F. L. Richard	Did not finish.	

CLASS P. SPECIAL.
Start 7:25.

Aleda, J. W. & E. P. Alker	Did not finish.	
Adois, F. L. Richard	Did not finish.	

N. Y. Y. C. FORTIES.
Start 7:30.

Pamparo, Dr. Jas. Bishop	8:40:03	13:10:03
Pauline, O. G. Jennings	8:44:27	13:16:27
Maisie, M. F. Plant	8:47:04	13:17:04
Squaw, J. S. Lawrence	8:58:15	13:28:15
Zilph, J. E. Hayes, Jr.	8:59:59	13:29:59

Black Duck, A. K. Bourne	9:00:25	13:30:25
Minstral, G. M. Pynchon	9:02:12	13:32:12
Katherine, A. F. Luke	9:06:16	13:33:10
Rowdy, H. S. Duell	9:16:31	13:46:31
Shawara, H. Wesson	Disqualified.	

CLASS N. SPECIAL.
Start, 7:30.

Alice, C. B. Keeler	Time not taken	

SLOOPS—CLASS K.
Start, 7:35.

Aurora, C. Vanderbilt	7:08:50	11:33:50
Winsome, P. W. Rouse	7:29:40	11:54:40

SLOOPS—CLASSES L AND M.
Start, 7:35.

Doris, C. E. Heller	8:35:20	13:00:20
Kalinga, W. C. Forbes	8:38:01	13:03:01

Corrected time—Doris, 11:38:06; Kalinga, not measured.

N. Y. Y. C.—FIFTIES.
Start, 7:40.

Barbara, W. P. Whitney	7:38:32	11:58:32
Carolina, George Nichols	7:42:50	12:02:50
Ventura, G. F. Baker, Jr.	7:44:58	12:04:58
Samuri, W. E. Dodge	Did not finish.	
Graylin, J. P. Morgan	Did not finish.	

SCHOONERS—CLASS F.
Start, 7:45.

Amorilla, Demarest Lloyd	8:12:50	12:27:50
Miladi, G. W. Scott	8:57:49	13:12:49

Corrected time—Amorilla, 10:42:04; Miladi, 11:10:22.

SCHOONERS—CLASS N. SPECIAL.
Start, 11:50.

Irolita, E. W. Clark	7:17:40	11:27:40
Flying Cloud	7:30:30	11:54:30

Corrected time—Irolita, 10:16:15; Flying Cloud, 10:36:43.

SCHOONERS—CLASS D.
Start, 7:50.

Vagrant, H. Vanderbilt	7:06:35	11:16:35
Katrina, J. B. Ford	7:12:31	11:22:31
Irolita, E. W. Clark	7:17:40	11:27:40

Corrected Time—Irolita, 10:16:15; Katrina, 10:18:30.

SCHOONERS—CLASS B SPECIAL.
Start, 7:50.

Elena, M. F. Plant	6:23:35	10:33:35
Irolita, E. W. Clark	7:17:40	11:27:40

Corrected Time—Elena, 10:18:30.

AUXILIARIES OVER AND UNDER 90 FEET.
Start, 7:55.

Invader, Henry Walton	7:32:50	11:37:50
Windward, J. M. Goetchius	9:11:23	13:16:23

Corrected Time—Windward, 12:03:09; Invader, not measured.

The Shawara was disqualified for touching the starting mark.

Corrected times in the races for the Commodore's Cups:

SCHOONERS—FIRST DIVISION.

	H. M. S.
Irolita	10:16:15
Katrina	10:18:30
Elena	10:18:50
Vagrant	Not measured
Invader	Not measured

SECOND DIVISION.

Flying Cloud	10:36:43
Amorilla	10:41:43
Maladi	11:10:22

SLOOPS AND YAWLS—FIRST DIVISION.

Barbara	10:20:54
Carolina	10:25:12
Ventura	10:27:20
Aurora	10:40:10
Winsome	11:01:00
Dorbe	11:38:05
Kalinga	Not measured
Grayling	Not measured
Samuri	Did not finish

SECOND DIVISION.

Okee	11:01:43
Pamparo	11:02:31
Lesmona	11:08:50
Pauline	11:08:55
Maisie	11:09:32
Zilph	11:22:27
Black Duck	11:23:55
Mistral	11:24:40
Alera	11:24:51
Katharine	11:25:38
Silhouette	11:27:05
Rowdy	11:38:50
Squaw	Not measured
Shawara	Disqualified
Adios	Disqualified
Alice	Did not finish

HAWK LEADS ARROW CLASS.

Minnehaha Also a Winner in Indian Harbor Yacht Races.

Special to The New York Times.

GREENWICH, Conn., Aug. 6.—Two races were held over the Indian Harbor Y. C. four-mile course this morning. In the Arrow class R. E. Slaven's Hawk was the first to cross the line. The Minnehaha, owned by John R. Johnson, was the winner in the Indian Harbor one-design class. The summaries:

AROW CLASS.
Start, 10:40.

Yacht and Owner.	H. M. S.
Hawk, R. E. Slaven	11:49:33
Rani, C. D. Mallory	11:49:43
Jack o' Lantern, L. H. Dyer	11:49:56
Snapper, L. D. Chapman	11:50:12
Bubbles, R. T. Bailey	11:51:35

ONE-DESIGN CLASS.
Start, 10:45.

Minnehaha, John H. Johnson	12:11:40
Wahneta, Walter A. Hughe	12:12:10
Wabesi, Richard Outwater	12:12:45
Hutheehee, J. W. Lewis	12:12:50
Sailny, N. G. Whittelsey, Jr.	12:13:19
Yaqui, F. S. Page	12:13:15
Osseo, Dr. L. M. Hurd	12:49:33

HYDRA IN CLOSE FINISH.

Star Class Yacht Compete in Interclub Race in Manhasset Bay.

Special to The New York Times.

PORT WASHINGTON, L. I., Aug. 6. An exciting finish marked an interclub race of the Star Class in Manhasset Bay this afternoon. Charles E. Hyde's Hydra was again a winner by a margin of one minute and four seconds over Willis and Stannard's Altair. The summaries:

INTER-CLUB RACE—STAR CLASS.
Start, 3:30. Course, 6 Miles.

Yacht and Owner.	Finish. H.M.S.	Elapsed Time. H.M.S.
Hydra, Charles E. Hyde	5:10:20	1:40:20
Altair, Willis and Stannard	5:11:24	1:41:24
Zete, George W. Elder, Jr.	5:11:33	1:41:33
Faraway, A. B. Fry	5:14:00	1:44:00
Little Dipper, George Corry	5:14:30	1:44:30
Canis Minor, Alden and O'Brien	5:14:40	1:44:40
Little Bear, Allan Walker	5:15:03	1:45:06
Banshee, M. Eggerton	5:15:50	1:45:50
Vega, E. J. Tuttle	5:16:11	1:46:11
Shooting Star, W. T. French	5:17:10	1:47:00
Aurora, E. A. Morgan	5:18:20	1:48:20
No. 39	5:23:50	1:53:50

NICHOLS WINS TWO EVENTS.

Distance Runner First in Handicap Races—Heydet Wins Furlong.

Harry Nichols, the rejuvenated distance runner of the Morningside A. C., was the star performer yesterday in his club's games at Macombs Dam Park. The veteran took first place in both the 1,000-yard handicap and the two-mile run handicap. In the 1,000-yard run Jack Hanley and Lew Metzger, two of the club's cross-country stars, followed Nichols over the finish line in 2:24. In the two-mile event Eddie Lehman fell almost immediately after responding to the gun and injured his right side. He remained on the track courageously and finished only ten yards behind Nichols.

Lew Heydet, champion distance man of the Winged M. organization, branched out as a sprinter, and marked his initial efforts with a victory over Gus Zinn, scratch man, in the furlong handicap. F. Keiser was the only back marker to annex a first place. He captured the mile walk in the good figures of 7:21 2-5. The summaries:

100-Yard Dash, Handicap.—Won by F. Rudloff, 5 yards;) G. Sinn, (scratch,) second; S. Scheln, (4 yards,) third. Time—0:10 4-5.

1,000-Yard Run, Handicap.—Won by H. Nichols, (10 yards;) J. Hanley, (25 yards,) second; L. Metzer, (25 yards,) third. Time—2:24.

One-Mile Walk, Handicap.—Won by F. Keiser, (scratch;) A. Kanowitz, (15 seconds,) second; L. Jungbluth, (45 seconds,) third. Time—7:21 2-5.

440-Yard Run, Handicap.—Won by R. Lillis, (10 yards;) C. Meyer, (35 yards,) second; J. Hanley, (scratch,) third. Time—0:54.

220-Yard Run, Handicap.—Won by L. Heydet, (3 yards;) G. Sinn, (scratch,) second; F. Rudloff, (8 yards,) third. Time—0:23 2-5.

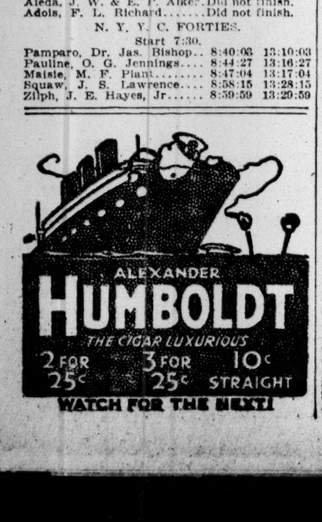
Two-Mile Run, Handicap.—Won by H. Nichols, (45 seconds;) E. Lehman, (1:00) second; I. Lehman, (1:00,) third. Time—11:03.

Running Broad Jump, Handicap.—Won by P. Moorehead, (3 ft.,) with 17 ft.; J. Schein, (2 ft. 6 in.,) second, with 16 ft. 10 in.,; S. Schonfeld, (3 ft.,) third, with 15 ft. 4 in.

12-Pound Shot Put, Handicap.—Won by J. Zaslasky, (2 ft.,) with 35 ft. 2 in.; S. Schonfeld, (8 ft.,) second, with 31 ft. 10 in.; J. Heim, (scratch,) third, with 36 ft. 7 in.

Flushing Golf Medalists Qualify.

Gardiner W. White, C. F. Watts, and R. H. Boyd, with either W. L. Mantle or C. H. Stevick, who tied for fourth place with 80 strokes, qualified in the second instalment of medal play in the qualifying round for the President's Cup on the links of the Flushing Country Club yesterday. White led the field, qualifying with an 80. C. H. Stevick won the sweepstakes with a card of 80, 7—72. R. S. Lord being second, with 92, 16—76, and C. F. Watts third, with 82, 6—76.



LOW CARD IS EASY AT VAN CORTLANDT

Short Length of Public Links Partly Explains Barnes's Recent 276 Score.

The varying conditions under which golf tournaments are played makes it almost ridiculous to speak of records, and nothing emphasizes this as much as the heralded world's record mark of 276 strokes for seventy-two holes of medal play, set by Long Jim Barnes of Whitemarsh Valley in winning the recent Van Cortlandt Park open tournament. As far as the mathematics of the feat goes, it is probably the lowest score ever made in four consecutive rounds of open tournament play, but there is nothing about the performance to indicate that the quality of the golf was as marvelous as the size, or lack of size, of the score.

The Van Cortlandt links is 5,340 yards in length. Every other links over which the important tournaments are played for the full eighteen-hole distance is between 6,000 and 6,500 yards long. The average par on a fairly hard course is 72 strokes, whereas the Van Cortlandt par is 68, giving the player an advantage of four strokes for each round over courses like Baltusrol, Myopia, Merion, and Nassau. Adding sixteen strokes to the score made by Barnes would give him a total of 290 for the four rounds, just what he made in the national open championship at Minikahda, and four strokes over the mark made by Chick Evans in winning the title. Adding to this the fact that 68 is a very liberal par for Van Cortlandt, inasmuch as there are many par four holes that yield more threes than fours to the average professional, five par four holes being under the 300-yard distance, it is more than probable that Barnes played a better game at Minikahda than he did at Van Cortlandt.

The Minikahda course is 6,150 yards long with a par of 72. With almost the same field of players competing the breaking of the 70 mark at Minneapolis was a feat worth noting and celebrating, whereas at Van Cortlandt there were so many scores between 66 and 70 that the enumeration of them becomes monotonous. Chick Evans made a single round of 62 some years ago on the Ravenswood links, and although this is the lowest mark made over an eighteen-hole course in this country, it is not by any means recognized as a high-class performance like the winning of the national open championship with a score of 286.

There is only one par 5 hole at Van Cortlandt, the 485-yard ninth, and most of the professionals found no difficulty in reaching the green in two strokes. On many of the par 4 holes the long hitters drove to the greens with regularity. It is almost impossible to compare scores made under these conditions with the cards turned in at Minikahda in the national or at Garden City in the metropolitan open championship. Barnes, who has been playing remarkably well all season, played in fine form and led the field, but a world's record should be established by the excellency of the play, not by the favoring conditions. With this in mind, the Van Cortlandt mark of 276 will hardly be recognized as the result of the greatest golf ever played on the terrestrial planet.

There were some really great performances at the Van Cortlandt tournament that seem to have been overlooked in the excitement. In setting the record of 66 for the course, Bob McDonald of Buffalo made the first nine holes in 32. The record of 66 was not so much in itself. Elmer Loving made it once in a match-play round for the city championship some years ago, and the same player equaled it in the amateur-professional four-ball contest on the day preceding the opening of the tournament, but as McDonald's mark was made in actual medal play competition it will stand as the record. The 32 for the first half of the journey was a remarkable score for the Buffalo golfer, because the first nine-hole section of the Van Cortlandt course is nearly, if not quite, as long as the outward journey on many other links. The distance is 2,925 yards, and in setting the mark of 32 the big Scotchman performed the following feats: He made the 220-yard third hole in 3, the 297-yard fourth hole in 2, the 415-yard sixth hole in 3, the 296-yard seventh hole in 3, and finished with his 32, although he lost a stroke to par by taking a 5 on the second hole.

Another exceptional performance was that of 68 made by the one-armed golfer from the Essex County Country Club, Louis Martucci. Under any conditions a 68 is creditable, but to make it with a single arm is a feat that stumps even the imagination of most denizens of the links. Still another feat worthy of more than passing notice was the performance of Pat Doyle, who, supposedly under safe guard and flat on his back in a hospital cot, stole past his warders and evaded pursuit long enough to get in two rounds of 68 each, leading the field with Jim Barnes for the first day's play. His steadiness under the conditions was the wonder of those who knew the hand'cap under which the former Myopia professional was playing, and, although his cards of 34, 34—68; 34, 34—68, may be equaled for steadiness, it is not probable that they will ever be excelled.

Although the 276 by Barnes will not be recognized as a world's record, there is a mark only two strokes higher, made on an American course, that gets serious consideration as a criterion by which all other American play may be judged. This is the record of 278 strokes for seventy-two holes of tournament play made by MacDonald Smith in the metropolitan open championship at Scarsdale in 1914. At the time he made this mark the young Scotchman was playing one of the greatest games of golf that this country has ever seen, and, although the Scarsdale course is not one of the most difficult in the country, it is of regulation length and a fair test of golf. The only other marks that approach this on good courses are a 279 made by Harry Vardon in 1913 on a German links, a 288 made by J. D. Edgar in the open championship of France at Le Touquet in 1914, and the 286 made by Chick Evans in the recent national open championship at Minikahda.

BIDDLE WINS FEATURE RUN.

Captures 600-Yard Handicap from Scratch at Mohawk Games.

Only four events were on the program of the monthly games of the Mohawk A. C. at Macombs Dam Park yesterday. Harry Biddle won the 600-yard handicap from scratch in 1:16, after taking third from the back mark in the mile handicap. George Mazzucca breasted the tape first in the mile from a 125-yard allowance.

Leo Goehring made his first appearance in the 1916 outdoor season when he started from scratch in the hop, step, and jump. He took third place with a leap of 42 feet 7 inches.

The summaries:

100-Yard Dash, Handicap.—Won by Phil McAndrews, (6¼ feet;) Edward Foley, (5½ feet,) second; Joseph Tighe, (6½ feet,) third. Time—0:10 2-5.

One-Mile Run, Handicap.—Won by George Mozzucca, (125 yards;) William Boak, (125 yards,) second; Harry Biddle, (scratch,) third. Time—4:35.

600-Yard Run, Handicap.—Won by Harry Biddle, (scratch;) Louis Cohen, (12 yards,) second; Kenneth James, (15 yards,) third. Time—1:16.

Running Hop, Step, and Jump, Handicap.—Won by John Dolan, (7 feet 6 inches,) with 44 feet 4 inches; Louis Reicher, (5 feet,) second, with 44 feet ½ inch; Leo Goehring, (scratch,) third, with actual jump of 42 feet 7 inches.

Mrs. Shafer Wins Malba Trophy.

In the semi-final round of the golf competition for the Governors' Cup on the links of the Malba Field and Marine Club at Malba, L. I., yesterday, G. C. Trumbull defeated C. C. Woodrow 5 up and 4 to play, and W. Z. Shafer won from W. Sampson 4 up and 3 to play. In the final round of the women's competition for the Governors' trophy Mrs. W. Z. Shafer defeated Miss E. Hugg 3 up and 2 to play.

KUMAGAE DEFEATS COFFEY.

Goes to Final Round of Crescent A. C. Tennis Tourney.

Ichiya Kumagae, the sturdy little Japanese whose play on the tennis courts has won him much praise since his arrival in this country, advanced to the final round of the Crescent Athletic Club invitation tournament yesterday afternoon, when he vanquished the Princeton expert, Arthur H. Coffey, in straight sets, 6—4, 6—0, 6—4. The latter played well, but his best was not formidable enough to offset the steady placing of the Nipponese from the baseline. Kumagae kept sending his drives deep into his opponent's territory, and when Coffey, in sheer desperation, attempted to reach the net Kumagae more often than not succeeded in placing a passing stroke down the lines. It was a repetition of the tactics which have gained for the Japanese all of his victories.

His looping drive was well placed from corner to corner, so that the burden of court covering was forced upon the Princetonian. Kumagae varied his play from the back court a bit by coming in at the net when he had drawn Coffey out of position. Then a sharp cross-courting stroke won him an ace. The Japanese, however, did not attempt the spectacular overhead game, but when he did make such strokes they were usually sent true to a point of vantage.

The other final round bracket has not been filled. It lies between S. Howard Voshell and Robert Lindley Murray.

The California team of Clarence J. Griffin and Roland Roberts won its way to the final round in doubles, Clarence C. Pell and S. F. de Rham being defeated in the semi-final round match, 6—2, 6—2, 6—4. S. H. Voshell and Fred C. Baggs advanced to the semi-final round in the other half of the draw by a victory over Lyle E. Mahan and Leonard Beekman, 8—6, 6—3. Their opponents will be W. Merrill Hall and Charles M. Bull, Jr.

The Crescent Athletic Club tennis championship was also decided yesterday, Charles M. Bull, Jr., defeating Daniel Van Brunt, 6—4, 6—3, 6—4.

The summaries:

SINGLES—Semi-final Round.—Ichiya Kumagae defeated Arthur H. Coffey, 6—4, 6—0, 6—4.

DOUBLES—Second Round.—Lyle E. Mahan and Leonard Beekman defeated James S. O'Neale, Jr., and Francis T. Hunter, 6—1, 6—2.

Third Round.—S. Howard Voshell and Fred C. Baggs defeated Lyle E. Mahan and Leonard Beekman, 8—6, 6—3.

Semi-final Round.—Clarence J. Griffin and Roland Roberts defeated Clarence C. Pell and S. F. de Rham, 6—2, 6—3, 6—4.

CRESCENT A. C. CHAMPIONSHIP—Charles M. Bull, Jr., defeated Daniel Van Brunt, 6—3, 6—4, 6—4.

HALL AND CRAGIN WIN.

Take Finals in Doubles on the Edgemere Courts.

W. Merrill Hall and Arthur Cragin won the doubles event of the Edgemere Country Club invitation tournament yesterday by defeating Fred Anderson and Edmund J. Fixman, 7—5, 6—2, 6—1. The victors played two matches, the semi-final round also being played yesterday. In this Hall and Cragin were the victors over G. A. L. Dionne and Charles Chambers at 6—2, 7—5.

Hall's success was not confined to the doubles, for he won a final round bracket in the singles competition, Fred Anderson being the victim in straight sets, 6—4, 7—5. The final round will bring together Hall and Alrick H. Man, Jr., the former the winner of the event last year and the latter the winner two years ago. This contest will be played next Sunday.

PLAY AT SEABRIGHT TODAY.

Many of the Best Tennis Men in the Country to Contest.

A glittering array of tennis stars will gather at Seabright this afternoon for the opening of the annual invitation tournament of the Seabright Lawn Tennis and Cricket Club, which is rated as one of the most important events of the season. Richard Norris Williams, 2d, is the holder of the Achelis Cup, having to his credit two legs on the trophy, and he will defend this year.

Such men as William M. Johnston, national singles champion; George M. Church, Willis E. Davis, Karl H. Behr, Robert Lindley Murray, Ichiya Kumagae, H. Mikami, Nathaniel W. Niles, and Harold Throckmorton are entered in the tournament.

Last year the Seabright tournament witnessed the downfall of Maurice E. McLoughlin at the hands of Karl Behr, but the latter was defeated in the challenge round by Williams. In view of the record of surprises that the season has produced it is not improbable that there will be a continuation in this tournament.

POLO RESULT IS CHANGED.

Committee Gives Rathborne Cup Game of Last Week to Magpies.

Special to The New York Times.

NARRAGANSETT PIER, R. I., Aug. 6.—An announcement by the Polo Committee has created a new situation in the remaining games in the Rathborne Memorial Cup series. When Deal replaced its injured player on Thursday by J. C. Cooley and won in the last two periods from the Magpies by 3¾ to 3½ goals a rule of the Polo Association had been unwittingly violated. No player may join two teams in the same event, and as Cooley is a Meadowbrook Rugby member, the committee has reversed the result and declared the Magpies winners on the sixth period score, which was 3 to 2¼ for Deal. As a consequence the semi-final on Wednesday will be between the Magpies and Meadowbrook Rugby, the winners playing Point Judith in the final on Saturday.

Tomorrow the national junior championship will start with a game between Cooperstown and Point Judith. On Tuesday, in the same event, the Meadowbrook third and Meadowbrook Rugby play, the winners to decide the final on Thursday. While no team with a handicap of over twenty goals may enter, the junior championship is a flat event, the winning club gaining possession of the title and the Samuel D. Warriner Cup for the year, besides individual trophies outright for the players on the victorious team.

Polo'sts here after the close of the Point Judith tournament will be engaged in selecting the players and substitutes for the teams to play in the first intercircuit cups tournament at the Philadelphia Country Club Sept. 15 to 25. It is planned to be the greatest interclub handicap event ever held by the Polo Association, which is to defray the expenses of twenty mounts and four grooms from a central rendezvous in each of the eight circuits to and from the Philadelphia Country Club.

TODAY'S SARATOGA CARD.

FIRST RACE.—For three-year-olds and upward, selling; six furlongs. Alberta Trise, 113 pounds; Lucky Lily, 115; Vermont, 106; Port Light, (imp.,) 117; Past Master, 107; Huntress, 116; Silica, 123; Kens, 114; Success, 110, Naushon, 118; Woodfair, 118; Busy Joe, 104; Grant, 113; Sir William Johnson, 123; Gibraltar, 104, and Conning Tower, 131.

SECOND RACE.—For three-year-olds and upward, steeplechase, maidens; about two miles. Guardian Saint, (imp.,) 152 pounds; Aron, 132; Chivalry, 147; Otto Floto, 152; Watertown, 147, and Sea Simon, 147.

THIRD RACE.—For two-year-olds, the Cohoes Handicap; six furlongs. Kildee, 110 pounds; Frigero, 126; Babcock, 116; Kagura, 113; Amalgamator, 110; Basil, 113; Meteorite, 108; Tyrant, (imp.,) 105; Tumbler, 125, and Tom McTaggart, 122.

FOURTH RACE.—For three-year-olds and upward, the Delaware Handicap; one mile. Trial by July, 116 pounds; Frizzle, (imp.,) 108; Ed Crump, 122; Sandmarsh, 117; The Finn, 119; Whitegold, 107; Grumpy, 99; Stromboli, 125, and Pennant, 127.

FIFTH RACE.—For three-year-olds and upward, selling; one mile. Garbage, 113 pounds; Sam Slick, 118; G. M. Miller, 118; Shooting Star, 105; Polly Connolly, 100; Belgian Trooper, 105; Jacklet, 118; Daingerfield, 118; Beethoven, 118; Monmouth, 118; San Ward, 100; Malfou, 93; Sevillian, 105; Carlton G., 113; Boba Olga, 100; Naushon, 118; Royal Meteor, 118; Day Day, 118; Salon, 113; Dr. Gremer, 105; Nigel, 105; Fairweather, 105, and Brave, 118.

SIXTH RACE.—For two-year-olds, maiden fillies, conditions five and a half furlongs. Odas and Kinds, 114 pounds; Peluca, 114; Glory Belle, 114; Gladiola, (imp.,) 114; Kittenish, (imp.,) 114; Wingold, 114; Affection, 114; Precise, 114; Fantam Bala, 114; Mother Machree, 114; Mido, 114, and Arrow, 114.

Weather, clear; track, fast.

GEN. BUTT'S CHARGES INTEREST ARMY MEN

Investigation of His Son's Illness, However, Waits on Formal Complaint.

ACTION BY BAKER LIKELY

Field Medical Service Along Mexican Border Is in Charge of Militia Officers.

Special to The New York Times.

WASHINGTON, Aug. 6.—In the absence of Secretary of War Baker, who is at Fort Monroe, Va., witnessing target practice with big guns, officials of the War Department today declined to make any statement that might be regarded as authoritative concerning the charges of General McCoskry Butt of the reserve list of the New York National Guard that his son, Private Robert McCoskry Butt of the Seventh New York Regiment, had not received proper medical attention when he was ill of typhoid fever on the Mexican border. Officers on duty with the War Department said, however, that if General Butt placed his charges before the department they would be investigated.

While it was announced recently that the War Department would not investigate newspaper stories alleging lack of medical attention to sick guardsmen, the department has followed the practice of sending telegrams of inquiry to the proper officers at border points when its attention has been called to published complaints of this character. No action was taken today, however, with regard to General Butt's complaint, but it is expected that Secretary Baker will take cognizance of General Butt's statements when he returns tomorrow by calling on Major Gen. Funston for a report. In that event the course of General Funston will be to refer the order to Major Gen. O'Ryan.

From what was said in army circles tonight, it was apparent that army men believe that in an investigation of Private Butt's case any blame would fall on National Guard medical officers, and not on the Medical Corps of the United States Army. The explantion was that the National Guard organizations took with them their own medical officers, who gave attention to the guardsmen in field hospitals. Army medical officers, it was said, were stationed at base hospitals.

It was indicated by army officials this evening that the allegations of General Butt that his sonn had been kept in Texas, instead of being sent home, on account of delays incident to red tape methods, would also be investigated if General Butt reiterated these charges in a communication to Secretary Baker.

The War Department seldom makes public the result of its investigations of complaints regarding treatment of national guardsmen unless there have been newspaper statements concerning specific cases. One of these cases involved the death of Private Clinton Healy of the Twenty-third New York Regiment, a Brooklyn boy. A letter in a newspaper alleging that young Healy had died from lack of medical attention was the basis of a letter from Healy's father to the Adjutant General of the Army asking for an investigation. In a report made by Major General O'Ryan a record was presented of the medical treatment received by Private Healy, which indicated, army authorities said, that there had been no lack of care in his case.

General Butt's statement in THE TIMES today charged that "newspaper correspondents who have dared tell the truth about the lack of hospital arrangements and supplies and other shortcomings are officially dubbed liars," and "a later impartial investigation may, however, prove who deserve the title of liars."

This was a reference to a telegram sent to the War Department recently by Major General Funston, saying that a "carnival of lying" was being indulged in by newspaper correspondents with State troops along the Mexican border. It was said at the same time by officers at the War Department that while there had been many exaggerations in dispatches of correspondents with State troops the metropolitan press had been free from this sort of thing, and the complaint of General Funston could not be applied to the correspondents on the border as representatives of most of the big daily newspapers.

CABINET DINES WITH CARRANZA

With Governors They Discuss Mexico's Military Situation.

Special Cable to THE NEW YORK TIMES.

MEXICO CITY, Aug. 6, (via Galveston).—In the carved oak dining room of the National Palace First Chief Carranza gave his first official dinner tonight to twenty-two Cabinet Ministers, Governors of States, and visiting Generals of his army. The large table was decorated with flowers.

General Carranza sat at the head and Secretary of State Aguilar at the foot. War Minister Obregon was at Carranza's right and Pablo Gonzales at his left. Next, in the order of their precedence, were Luis Cabrera, Jesus Acuna, Pastor Ruiz, Ignacio Bonillas, and the Governors of Queretaro, Vera Cruz, and Michoacan.

During the dinner the actual military situation in the republic and the mission of the proposed international commission to the United States were discussed. Strict secrecy was observed in the discussion.

The silver plate brought here by Maximilian was used at the dinner, with a massive golden coffee service requiring two men to lift. The windows of the dining room were screened by banks of flowers and fern decorations.

The dinner marked the renewal of an old custom of formal Sunday Cabinet dinners, where all weighty State affairs were discussed in an informal manner.

STORM DRENCHES SOLDIERS.

Wind and Rain On Texas Border Keep Men Busy at Night.

Special to The New York Times.

McALLEN, Texas, Aug. 6.—One of those Texas storms that come only once or twice in the memories of citizens in this part of the State, storms that are half hurricane and half deluge, last night kept 18,000 soldiers in the camps hereabouts awake for more than four hours after taps had been sounded. Most of the night was spent holding to tent ropes and flaps.

There was a warning of the storm. At 9 o'clock the signal corps radio caught a message from Brownsville saying that a cyclone was sweeping in from the Gulf, headed straight for this area. Major Hallihan sent a loud-voiced private to the big moving picture show tent near the Seventh Regiment camp to tell the soldiers that they had better run and put extra ropes on their tents.

In less than an hour the big tent itself was torn from its moorings and swirled into a ditch some distance away. Colonel Bates of the Seventy-first Regiment detailed Company I as tentholders, while Y. M. C. A. secretaries asked for details to put their wooden houses in order.

In the Seventh Regiment Lizzie, the mule that has been detailed to do all the kicking for the unit, tried to withstand the hurricane. As long as she kept her feet on the ground she was safe, but suddenly she lost her temper and kicked, and the wind turned Lizzie over into a temporaryp lake formed by the rain.

It was announced at headquarters today that Lieut. Col. Paul A. Wolf, Majors G. H. Jamerson, and Frank M. Damford, and Captains H. W. Miller and G. H. Muddlestone had been detailed from the regular army to give the infantry regiments here a month's instruction. Lieut. Col. J. D. L. Hastman will have the cavalry and Captain P. W. Booker

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NEW YORK, MONDAY, AUGUST 7, 1916.

A CHANCE FOR SETTLEMENT.

A settlement of the dispute between the New York City Railways Company and its employés is fairly in sight. The situation is delicate; a slight hitch in the proceedings at either of the two meetings to be held today, that of the Directors of the company or that of the men, may serve to upset the arrangement which has been reached through the patience and zeal of Mayor MITCHEL and Chairman OSCAR STRAUS of the Public Service Commission. There is, however, a hopeful note in the statement issued last night by the Mayor, while Mr. MAHON and Mr. FITZGERALD of the Amalgamated Association go so far as to say that "if the propositions which "have been agreed to by the repre-"sentatives of the company and our-"selves are ratified they will establish "a very satisfactory agreement." Nothing is yet known of the terms proposed, but President SHONTS of the railway company and the leaders of the strikers seem for the time being to be satisfied with them, and the Mayor, who, with Mr. STRAUS, worked for twenty-four hours to get them in shape, promises that they will be made public after the action of the company and its employés today, no matter what that action may be.

We are emboldened by the circumstances to hope that the action in both cases will be ratification, and that the embargo on traffic which has afflicted this city for two days will be materially lessened before another day has passed. Although the settlement will affect only the green cars, and the strike on the Third Avenue Railway and its subsidiaries in the Bronx and Westchester County will continue for a time, the issues involved are precisely the same, and the officials of the Westchester and Bronx lines have proposed arbitration. There is a chance then that what promised to be a prolonged labor strike, seriously affecting both commercial and social life in New York, may soon be ended through intelligent action of the leaders on both sides. The chance may yet be missed, the hope frustrated. But in any case the citizens will owe a debt of gratitude to Mayor MITCHEL and Mr. STRAUS.

ECONOMIC WAR OR PEACE?

In the discussion in the House of Commons last week Mr. ASQUITH, speaking as a hardened free trader, committed himself to the abandonment, for reasons of war, of the principles which have served England so well in peace. The new doctrine of international protection is adopted by the Allies for use against enemies only. Neutrals like the United States have nothing to fear. They will reassure themselves rather by hope that after the war England will be itself again than by reliance upon his words, if the plan for the war after the war shall be carried into effect. That it will not be accomplished easily, even under present conditions, and still less under conditions of peace, is shown by the abstention of eighty-seven French Socialists from approval of an economic war after peace. According to the cable, the declaration following the division in the Deputies reads: "We will not accept a prolonging in "an economic war of the disasters of "the European war."

By a coincidence, the cable brought on the same day intelligence of the departure from Rio de Janeiro of a Brazilian delegate to promote the economic union of Argentina, Brazil, and Chile, which La Prensa urges should be made to include all South American republics. And the Ambassador of the United States at Buenos Aires cables asking for suggestions from the United States regarding modifications it desires in the pending Argentine tariff. These are illustrations of the American and European methods. On this continent nations are uniting for peace in commerce, just as on the European Continent they are uniting for economic war. Considering the prestige which the experience of the United States has given to free trade on a continental scale, it may be hoped that it will not be backward in joining its sister republics. It would be a good thing to do in itself, for it would promote an exchange of the products of the tropical and temperate zones and of manufactures which we have for the raw materials which we need. It is borrowing trouble to think of the necessity of combining against a European economic combination which would be prejudicial in fact, if not hostile in form. And yet it would be well to be prepared for any contingency.

THE EPIDEMIC'S CRIPPLES.

In the city there have been about 5,000 cases of infantile paralysis, with a death rate of 22 per cent. But the figures which show how many die do not measure the full force and effect of the epidemic, for a majority of those who survive are deformed cripples during the remainder of their lives. Many of the patients are in our hospitals. Health Commissioner EMERSON, a few days ago, predicting that there would be in all not less than 5,000 hospital cases, said that the deaths would be 20 per cent., and that "of "the remaining 4,000 patients fully "2,000 will be in some manner par-"alyzed when they are discharged." In half, or 1,000, of these cases paralysis would be permanent, beyond cure, and the victims would need mechanical appliances. Continuous treatment might better the condition of the other half. And in his advice to parents of these hospital patients he urges them to place the discharged children under proper medical or surgical supervision for at least one year, and to procure treatment at some one of the city's orthopaedic hospitals.

In their report the bacteriologists and pathologists who have been in conference here recommend immediate isolation of the patient, and say that "satisfactory isolation can be secured only in a hospital." More emphasis might well have been given to the fact that only in a hospital, for a great majority of cases, can the patient who survives have the treatment which may prevent deformity.

We are inclined to think that Commissioner EMERSON'S estimate of 2,000 paralytic cripples out of 5,000 is not large enough. Some authorities would increase it by 50 per cent. It may be noted that of about 10,000 crippled patients treated last year at the largest of our orthopaedic hospitals 3,000 had been made cripples by infantile paralysis.

Our leading authority in the field of orthopaedic surgery says many of these would have avoided the crippling deformity if they had been treated properly at the very beginning, during the first few weeks of illness. There are physicians who are not familiar with the treatment required. A large majority of patients can have it only in hospitals, and in these there should be a uniformity of practice, based upon the instructions of those whose eminence and ability are recognized.

TWO IRISHMEN.

Private PATRICK MORAN of the Connaught Rangers and Private WILLIAM DEVLIN of the Munster Fusiliers. Both were prisoners in the hands of the Germans. Both were among the Irishmen whom ROGER CASEMENT tempted to gain their liberty by joining his expedition. Both refused, and both were shot. The explanation given by the German authorities was that they were shot for other offenses; but when the American Ambassador tried to investigate he was not permitted to interrogate witnesses except in the presence of German officers, and the authorities tried to prevent him from undertaking it at all.

After BENEDICT ARNOLD joined the British he was asked to visit American prisoners and offer them their liberty if they would join the English. They refused, with opprobrious language, and it has always been counted to them for courage and self-sacrifice. PATRICK MORAN and WILLIAM DEVLIN were true to their oaths, to their duty, and to the best interests of Ireland. Their kind of heroism is not so extravagantly praised as some other kinds of Irish heroism; but MORAN and DEVLIN and their kind give their lives not for Ireland's past but for her future.

CIVIC PROGRESS IN MUSIC.

Among the most noticeable and encouraging features, from a social and cultural point of view, in New York during the present Summer have been the popular concerts given in Madison Square Garden to audiences in some cases of 8,000 or more by the Civic Orchestral Society at prices ranging from 10 cents to 75 cents. These concerts, moreover, have not been of what is commonly called popular music; quite the contrary, they have been devoted to good music, and they are not the only ones of their kind and quality in town this Summer.

New York is not alone in this musical advance which is bringing good music home to the people in a more popular way than ever before. The Chicago Music Association is doing a similar work in that city. As announced three years ago, it had for its distinctive objects the furtherance of organizations of local committees in organizing and managing musical entertainments at neighborhood centres, and the organization of choral and orchestral clubs at each centre; providing opportunities for young artists to make their first appearances; the production of works of resident composers; the production of distinctively American music, and the holding of annual music festivals, bringing together the various local groups.

During the past season the association has given a series of eight special concerts, making a total of sixty in all, with an aggregate of 1,279 participants and an aggregate audience of more than 30,000. The receipts for these concerts, given at small expense, were for the past year $7,014.90 and the disbursements were $6,508.64, leaving a balance of $506.26 on the right side.

The Philistine still thrives as he did in England and in the United States in MATTHEW ARNOLD'S time, but he is a transformed and more receptive Philistine, no longer quite so sure of himself and his theory of life as he was then. He has become an enthusiastic and even a measurably discriminating patron of the fine arts, music, and to some extent of literature. His conversion is not yet complete, but it is in hopeful progress.

THE RAILWAY CRISIS.

The result of the ballot upon the question of a strike by the train service employés of the United States will be formally announced tomorrow. Informally, it is already known that the men are almost unanimous in favor of giving their representatives power to take some forward action in a controversy which has reached the stage of disagreement. Both parties believe themselves right and are resolved against making any concession. Nevertheless, one of the union delegates declared Saturday: "The railroads "don't want a strike, we don't want a "strike, and the public doesn't want a "strike." This is a clear statement of the situation.

Before the nineties the usual unit in a railway strike was a company, the largest unit was a railway system, a single class of workers was customarily involved. Since the nineties the workers of various classes have combined against the railways at first of a section of the country and later of all the country. There have been a dozen of these concerted strikes of many classes of railway workmen against many railways within twenty years, but this is the greatest of all. Also it is the most ruthless. The men have no hesitation in saying that they care nothing for any extremity of distress by anybody, and they will not even arbitrate their demands. Unconditional surrender by the railways, and through them by the country, is their ultimatum. This is syndicalism in effect if not in form. The railways cannot stop alone. If the railways stop, all industry must stop. Very soon only the rich could eat.

When a railway strike of smaller dimensions occurred in France the Government declared martial law throughout the republic, took over the railways, ordered the strikers into the public service, and broke the strike forthwith. The Ministry in Parliament declared that the necessities of the case made it unimportant whether or not there was law for their action, and public opinion sustained them. Thus what seemed a crisis for the people was turned into a crisis for the strikers, and ended in their humiliation. In France the principle is established that "public servants must "be required to discharge their duties "regularly and without interruption."

The traction strike has illustrated the need of such a principle locally. The threatened railway strike illustrates the need for it nationally. This is not an original or novel remark. It is a remark which has been made officially, and without receiving the attention it deserved. In the award of the Van Hise Commission respecting the demands of the engineers in 1912, it is said that there are only two reliances to cure such situations. One is the restraining force of public opinion. The other is thus set forth:

> A strike in the army or navy is mutiny and is universally punished as such. The same principle is applied to seamen because of the public necessity involved. A strike among postal clerks, as among the teachers of our public schools, would be unthinkable. In all these cases the employment, to borrow a legal phrase, is affected with a public use, and this of necessity qualifies the right of free concerted action which exists in private employments. However, if the principle be accepted that there are certain classes of service thus affected with a public interest, and men who enter them are not free concertedly to quit the service, then these men must be guarded in the matter of wages and conditions by public protection.

It is to be hoped that the lesson will be learned this time. The public cannot help remarking that they are better served by the corporations which they have hobbled and crippled than by the unions which they have spoiled by their sympathy. The corporations work piecework, unlimited hours, under strict regulation of their charges, and without control of their costs. Every hand is against them. Arbitrators find against them and lawmakers unceasingly make laws against them. No wonder the unions presume upon their privileges and put no limit to their demands. They cause to be passed laws requiring railway funds to be squandered which might better be spent in serving the public or even in raising wages above the economic limit. They declare in statutes passed for their benefit that they can do no wrong when they act like conspirators in restraint of trade, and that the processes used against capitalist malefactors shall not be used against unions when they transgress the law. Such conduct has led to a climax past all reason.

When labor's spokesmen declare that the unions care first for themselves, it is necessary for the public to care first for itself. At the limit of the law the unions must stop or be stopped. So long as the traction men and the railway men fulfill their public duties their complaints should be patiently inquired into and full justice done them. But if they venture to strike, sympathy will be, or at least ought to be, transferred to the companies. They will seem to be the servants of the public, and the strikers the public enemy, who must be conquered because they cannot be reasoned with. They can hardly appreciate the enormity of their position that they have been discriminated against in previous arbitrations, and that this time they will arbitrate only on their terms, and will have nothing to do with the companies' proposal to submit to arbitration of the entire issue, or to the award of the Interstate Commission. The rule of the financial trusts has been brought within the rule of reason, despite unlimited wealth and more intelligence than the unions have, which is not small. The unions, too, hire their law by the year, and have the strength which comes from the massing of millions under a single control.

But the people when they are aroused make their own laws, and they have a strength which makes the unions' seem puny. The crisis which confronts the people and the railways, after all, is more a crisis for the unions. Will they be reasonable? Only on that basis can they retain that public sympathy which is their sole hope of success.

TOPICS OF THE TIMES.

"Franc-tireur" Crime in Prussia.

Not a few of the cruel deeds committed by the Germans in Belgium soon after the war began, though listed among "atrocities" by the English and French commissions that investigated them, are admitted and justified by the Germans themselves as severities made necessary by attacks on German soldiers by Belgian civilians. The latter, it is claimed, were shot, as they deserved to be, because they retained and used arms and so forfeited the immunities which would otherwise have been theirs as the non-belligerent part of the Belgian population.

A reference in this column the other day to a Prussian law which not only permitted but commanded the civilian inhabitants of that Kingdom to resist invaders in exactly the way the Belgians were charged with resisting the Germans has brought to us several letters either denying or questioning the existence of such a law. Yet there is one, or what amounts to one, for in the "Kriegsbrauch" issued by the German Great General Staff in 1892, republished from the last Prussian edition of 1870, there appears under the heading, "Usages of War on Land," a Section 111, which says:

> A rising of the inhabitants of a territory not under occupation who, on the approach of the enemy, spontaneously take up arms to resist the invading troops without having had time to organize themselves is spoken of as a "levee en masse." Such inhabitants are recognized as having the privileges of belligerent forces if * * * they carry arms openly and conduct their operations in accordance with the laws and customs of war.

Such civilians need not be under the command of a "responsible officer," nor need they wear a "distinguishing sign," but emphasis is placed on the statement that such forces lose belligerent rights "in a territory already invaded." This is puzzling, unless "already invaded" is used in the sense of "occupied," for otherwise the civilians could do nothing after the invaders had set foot across the border, and that would be absurd.

A footnote to this Section 111 says, significantly, in reference to the restrictions on civilian fighters, "The foregoing rules of warfare are dictated by convenience, and a limit is set to inconvenient methods only by the fear of reprisals." "Franc-tireur crimes" could go far under that rule without exceeding the Prussian "custom."

A corresponding English regulation of civilians in war time reads: "The right of an unjustly attacked people to defend hearth and home is hereby recognized."

Mr. Harding and the Consecrated Convention.

The Hon. WARREN G. HARDING of Ohio is a poet at whom any State would marvel. Out of the seemingly barren rock of protection for protection's sake gushes a pure, a grand, sweet stream of poesy. Among the sublime heads of the sons of song, what pate is sublimer than his who warbled to the enraptured Mr. HUGHES at Carnegie Hall:

> As the whole people have approvingly witnessed, you have been chosen for leadership by a convention which comprised the best thought, the highest intention, and the deepest consecration of a great historic party, when you were not only not aspirant, but discouraged all endeavors in your behalf.

They rise before us, those consecrated ones, "their clear-fanged, unnumbered heads bowed with their aureoles." Full of the best thought, the highest intention, and the deepest consecration, they sit stolid day after day, waiting for HUGHES'S nomination to be "pulled off." The Favorite Sons, their halo painfully like that of martyrdom, LA FOLLETTE, CUMMINS, WEEKS, BURTON, FAIRBANKS, look mournfully from the background of the picture. They are consecrated to sacrifice. They can hear their delegates "flopping" to the non-aspirant.

Among the consecrate who heard Mr. HARDING hymn their consecration were the Hon. REED SMOOT and the Hon. BOIES PENROSE. No doubt their happy tears had to be bailed out. And somewhere in Massachusetts the Hon. WINTHROP MURRAY CRANE whispered to himself the grand old ballad:

> When TEDDY the G. O. P. forsook,
> He took delight in yelling "Crook!"
> But Justice comes, if a trifle late,
> And now we are truly consecrate.

And the Hon. FRANK HITCHCOCK, the head of the Hughes scouting service in the Fall of 1915, the collector of Hughes delegates, the fair-haired boss of the great conspiracy to force the nomination upon the discouraging and reluctant Justice, what purple honors of better thought, higher intention, and more consecrated consecration than belong to any other Republican, unless it be Mr. CRANE, should be his! If he hadn't rigged things up before the convention, if he had not been in Chicago during the convention, who knows to what lengths the discouragement of the discourager might have reached? On the roll of consecrated Republicans his name should lead.

Getting His Hand in as Reaper.

An irreverent critic who accepted as true the report from Berlin that the Kaiser now spends whole afternoons using a scythe in the fields of barley near the present Great Headquarters might find an excuse for asking a question at once pertinent and impertinent. Why shouldn't the Kaiser restrain his desire to take personal part in the grain harvest for the same large reason given by him a few days ago for not yielding to the call of his heart to get into the front trench and express there with a rifle his opinion of the wretches who forced Germany into war?

Surely there are other Germans not a few who can swing a scythe almost as well as he, but who, while he toils at this rustic task under a hot sun, can replace him as the divinely appointed guide of Generals and the inspired counselor of diplomats?

And how about cutting grain with a scythe, anyhow? Surely that method is a bit antiquated for a super-ruler of super-men!

One who could get away into a very secret place might venture to whisper to himself that probably the Kaiser has been cutting about as much barley as would grow on the ground that Chinese Emperors every year used to plow. The "gesture" in the one case is, as it was in the other, magnificent, and it beautifully expresses the imperial approval of agriculture as a worthy art.

No farmer can now be ashamed of his work or have any doubts of its importance! And it is wise of the Kaiser to practice reaping. He will have a lot of it to do at a date possibly not distant.

WOMAN'S NEW POSITION.

Her Work in Europe a Big Step Toward Gaining Suffrage.

To the Editor of The New York Times:

I have read with interest and much amusement the letter of F. L. Schmidt, Jr., telling your readers that his vote will not go to Mr. Hughes because he is in favor of granting the suffrage to the women of this country.

I am an Englishman and have only recently arrived in this country, and, as one who is a keen supporter of woman suffrage, I am surprised that a voter should change his politics simply because the candidate he intended to vote for supports the granting of political freedom to women. I know very little about the respective merits of either candidate, and it would be both foolish and impertinent of me to advise or attempt to advise any of your readers for whom to vote; but for an elector to oppose the granting of the vote to the women is, to use a strong term, criminal shortsightedness.

In the terrible war in Europe the heroic and self-sacrificing work done by the women of England, France, and Germany is a lesson Mr. Schmidt might well take to heart. And, curiously enough, it had to take a war to show England how foolish she has been in keeping back the franchise from her women. Surely your correspondent does not believe that woman must be subservient to man! And he will not believe in the prophecy of Schopenhauer—that the Western World will suffer because it looks up to and gives women freedom! Why, the political freedom "indulged" in by Germany at this moment only compares favorably with that of England in 1840, and, in my humble opinion, if the women had the diplomatic control of the nations now slaughtering themselves there certainly would not have been the European war, and if the women ruled Germany things would be much different and Europe a much happier place than it is today.

RALPH P. SYMONS.

Brooklyn, Aug. 3, 1916.

Origin of the Red, White, and Blue.

To the Editor of The New York Times:

In the last issue of THE NEW YORK SUNDAY TIMES, in an article headed "Colors of the Church Flag," the writer states that the national colors (red, white, and blue) come from the Church, and that "the colors were given to Moses when he was instructed by God as to the building of the Tabernacle." The article also states that they were used in the Tabernacle, later in the Temple, and were taken over by the early Christian Church, and that the Church of England gave the colors to the State, from which was derived our own national emblem, by simply changing their arrangement and design.

But will your correspondent give us his authority for the statement that red, white, and blue were the colors used in the Jewish Tabernacle? In the Book of Exodus, where the pattern of the Tabernacle is given to Moses, the only colors mentioned are blue and purple and scarlet. "Thou shalt make the Tabernacle with ten curtains of fine-twined linen, blue and purple and scarlet, and thou shalt make a vail of blue and purple and scarlet, of fine-twined work." "And thou shalt make a hanging for the door of blue and purple and scarlet," &c. And in the holy garments of the priests, for "glory and beauty," gold and blue and purple and scarlet are the colors named, "with pomegranates of blue and purple and scarlet round about the hem thereof, and golden bells between them round about, a golden bell and a pomegranate, a golden bell and a pomegranate."

One searches in vain for any reference to the combination of colors used in our national flag. In a word, there is no red, white, and blue in the pattern of the Tabernacle which was given by God to Moses, as recorded in the Book of Exodus. Can there be any better authority on this subject?

M. I. FOUNSBURY.

Lockport, N. Y., Aug. 1, 1916.

The Way to Exterminate Flies.

To the Editor of The New York Times:

I have read the letter of your correspondent who sensibly urges a campaign against flies instead of pet animals as carriers of infantile paralysis. The use of borax scattered inside and around the garbage can will kill the eggs of the flies. Why the Boards of Health do not insist upon this simple and most efficacious precaution I do not know. One fly swatted means millions of eggs destroyed. But why not get at the billions of eggs before they hatch?

Miss E. W. YARDLEY.

Newport, R. I., Aug. 1, 1916.

For Lafayette and Fulton.

To the Editor of The New York Times:

Why should not patriotic American societies honor the birthday of Lafayette? Then there was that other world benefactor, Fulton, and his steamboat. Why not have a holiday for him?

MRS. JANET OREM VAN BUSKIRK.

New York, July 14, 1916.

THE LOST COMMA.

Messrs. Editors and Printers, men who
really ought to know,
Give, oh, give us back the comma of
the happy Long Ago!
Comma that divides the sentence so
that he who runs may read,
Bidding suns of sense shine sweetly
through the clouds that would mislead.

Never did we love the comma, as we
love it now 'tis gone,
Letting sentence after sentence, blind
and aimless wander on,
While we struggle through the darkness,
fitting words to this or that,
Only finding as we muddle, more and
more to wonder at.

Till we see that one small comma, like
a bright October moon,
Could clear all in one brief instant,
would the printer grant the boon.
Oh, I know full well you hate it, but,
please, cruel printer-man,
Give us back the dear old comma, and
as quickly as you can!

KATE UPSON CLARK.

AMERICANS AND CASEMENT.

Statement of the Case for Those Who Sympathized with Him.

Mount Vernon, N. Y., Aug. 5, 1916.

To the Editor of The New York Times:

Of all crimes recognized by the moral sense of mankind, the crime of treason is the most universally abhorred. We recognize in it no room for degrees of guilt, no possibility of palliation. For this crime Dante reserved the lowest hell of hells.

Roger Casement was a servant of the British Crown for many years, and accepted from the hands of the King honors and a pension. He was convicted under British law by a British jury of the crime of "high treason," and no other verdict was possible, for, according to that law, his "treason" was manifest, manifold, and, moreover, admitted by himself. That his trial was conducted fairly according to law no reasonable person will deny. The verdict of "guilty" entailed sentence of death upon the gallows, and that sentence has been carried out. The press dispatches tell us that—

> Two hours before the execution a crowd of men, women, and children gathered before the prison gates. Twenty minutes before Casement mounted the scaffold the great prison bell commenced to toll. The sound was greeted with cheers from the crowd mingled with some groans. * * * At one minute after 9 o'clock a single stroke on the big bell announced that the trap had been sprung. It was the signal for a mocking, jeering yell from the crowd which suddenly died away into dead silence.

It is not hard to imagine how upon the ear of the doomed man as he fell to death there broke this roar exultant in ratification of his punishment—a fitting farewell to the passing soul of a "traitor," was it not?

Why then have we in this country not ratified in our own souls the verdict of the British court? Why did we hope that the sentence of the law might not be wrought upon Casement's body? Why did that "mocking, jeering yell" of the London crowd assembled at the doors of Pentonville jail wrench our hearts to instant loathing and revolt? Why did we find ourselves akin in spirit with that "little group of about thirty Irish men and women" who, the same dispatches tell us, had assembled at the back of the prison? "When the dull clang of the prison bell announced that the doomed man had paid the last penalty this little group fell on their knees and remained for some minutes silently praying."

Can we conceive that between the soul of Benedict Arnold and the soul of Roger Casement there is anything in common?

I do not mean by "we" merely those of us who because of birth or ancestry most keenly sympathize with Ireland's sufferings and most vehemently desire for her that full national life to which she as a nation jointly aspires. I mean the great mass of our people who, detached from the more poignant emotions that some of us feel, can and do weigh in the scales of broad human justice those intangible things transcending the ken of court and statute book which finally determine the true and eternal worth of human acts. In those scales they have weighed the soul of Roger Casement and they have declared him no traitor.

Why?

If there are any statesmen in Britain—I write now as one who most heartily wishes the defeat of the Teutonic allies in this war and not as one who allows a blind passion of hatred to dominate his reason—they will do well to ponder the judgment of our people in reversal the judgment of British law and the reason for that reversal. Peace will come again in Europe some day—a peace, I believe, in which all lovers of liberty will be able to rejoice as a just peace. But there will yet remain Ireland to settle with. There are two ways in which to settle with her. One is to kill or deport every Irish man, woman, and child, lay waste the land and prevent it from ever again being settled by human beings. The other is to peer into the souls of men like Padraic Pearse, Joseph Plunkett, Thomas McDonagh and Roger Casement, see and understand the ideas that moved these men to acts of such heroic unwisdom and in a spirit of broadest justice and most generous statesmanship make wide the bounds of freedom for a people that will never be content with anything short of full nationality.

Can the British mind compass this? I do not know whether it can or not, but I do know that until it does there will be no peace between Britain and Ireland while one Irishman lives.

THOMAS F. WOODLOCK.

TO MOBILIZE INDUSTRY.

Importance of a Scientific Investigation of American Production.

To the Editor of The New York Times:

The article of Dr. George Ellery Hale, Chairman of the Organizing Committee of the National Research Council, in THE TIMES of even date, is most interesting. It is indeed time that some intelligent and scientific body made a comprehensive and scientific investigation of the latent possibilities for American manufacture and commerce. The remarkable growth of Germany, both as a commercial and as a military power, was due quite as much to the resourcefulness of the German scientist as to the boldness of the financier, the persistency of the trader, or to the organizing ability of the manufacturer or soldier. In short, the German policy was and is to mobilize every intelligent agent in the empire and to organize and co-ordinate all as directing forces for the good of the State.

To be sure, this is State socialism, and as a political policy may be acceptable neither to the regular Socialist nor to any other organized party, but it spells efficiency and progress if one is willing to surrender, to some degree at least, his political freedom. In this war England is obtaining astonishing results from the complete organization of her sources.

For some months it has seemed to me that important results might be obtained, especially at present, from a close study and investigation of American production or non-production of goods imported into the United States in quantities which have decreased during this war, and I would like to suggest for the council, or other private investigators, the following lines of inquiry:

1. The classes and quantity of manufactured goods imported of which there is no production in the United States.

2. The classes and quantity of goods imported of which there is a small production in the United States.

3. The classes and quantity of goods imported of which the quality is superior to that produced in the United States.

Not only the collection of the above facts but the inquiry into the reasons and the possible remedies would be most important. If this investigation were thoroughly carried out, it is altogether probable that many enterprises could be built up which do not even exist at this time in the United States, and many that are now struggling for existence could lessen the cost of production and at the same time increase the output, while others might improve in the quality of the product.

L. T. FENNER.

New York, Aug. 5, 1916.

FOR A REASONABLE FOREST POLICY.

Danger in Wholesale Denial of the Evil Effects of Deforestation—What Points Have Been Established.

By B. E. FERNOW,
President of the Society of American Foresters.

Waterport, N. Y., Aug. 3, 1916.

To the Editor of The New York Times:

A recent communication by General H. M. Chittenden in THE TIMES under the title of "The Myth of the Forest" ought not to go unchallenged, because it is apt to injure the efforts of those who are trying to establish a reasonable forest policy for the nation.

It is a misfortune for the truth that the world is full of generalizers, especially where natural phenomena are to be explained. Nature is complex, never simple. He who thinks that her doings can be simply explained will usually be found wrong or stating half-truths. This tendency to generalization has been especially mischievous in leading to extravagant claims on this particular question of the influence of forest on waterflow and the evil consequences of deforestation—just as extravagant as the wholesale denials of those who are wholly on the other side. The truth, as usual, lies in the middle!

Having for more than forty years occupied myself professionally with the subject, and having followed up the scientific experiments and observations in this regard, as well as the assertions of generalizers, I may perhaps be able to state what under present conditions of our knowledge we are justified to consider as established.

But first there are three general truths which our philosophy must acknowledge. One is that no condition of the earth's surface is without influence on other conditions; whether, for instance, a forest cover exists or is absent must have an influence on the soil and all its physical conditions and actions as well as on meteorological phenomena in its neighborhood; the question can only be as to degree and practical value of such influence.

The second truth is that the water capital of the world or for a given large section remains practically the same from year to year, only its distribution, territorially and in time, is variable, owing to cosmic or local causes, and in this respect small causes may produce great results, for do we not change our climate when we build a house or houses around us, and, may be, burn a few tons of coal in our furnace?

The third general truth is that "forest" is a very loose term, which is used to describe very variable conditions. It stands to reason that the dense crown cover of an old stand of broad-leaf timber of the Eastern States is a different condition from the open, single tree, conifer stand of the semi-arid Rocky Mountain slope; that a cover of young growth must be different in effect from an old growth, &c. Hence, generalizations on "forest" influences are dangerous, for these must be as variable as the forest conditions themselves.

Becoming more specific in the rejoinder, we will briefly refer to five of the points made.

1. The influence of a forest cover, and especially of the litter of the forest floor (if left unburned) on the soil, has been scientifically studied, and the result of the study is the very opposite of what General Chittenden asserts: The soil under forest is more granular, more receptive of moisture, than an open field unless freshly plowed. The General's explanation of the weight of great trees pressing down the soil is singularly simple—we are inclined to call it ridiculous. The mechanical interception of the raindrops by the foliage and the litter preventing compacting of the soil, and the deep penetration of the roots explain the phenomenon of more ready penetration and percolation of water in forest soil.

2. Our simple philosophy would lead us to expect that owing to this influence on the soil the run-off is differently distributed in the forest from that in an open field or on a grassy slope, more water being carried off subterraneously than over the surface, and this, under given conditions, has been established by experiment as a fact. But there are other factors involved in determining the character of the run-off, such as the topography, and, largely owing to it, the depth of the soil, also the amount and character of the rainfall, so that when we come to gauge the practical effect of the forest influence, it may, after all, be small in a given case, and negligible.

3. The consideration of these modifying factors makes the question of the influence on floods more complicated than the generalizers on either side have credited to them.

Such unusual precipitation as caused the Ohio floods will not be prevented by any forest cover, yet our philosophy is justified in recognizing that a well-kept forest at headwaters and along water courses, preventing and reducing erosion and washing of the soil into the river, would have, probably favorably, modified even these floods. On the steep slopes of the West Virginia mountains a long continued rain will soon exhaust the capacity of the forest to hold back water, and a flood may ensue. But he would be a poor philosopher who could not see that if those same slopes were bare and without the impediment which the forest cover interposes to the rapid surface run-off, the flood would occur more readily and would be more severe. Often the length of an affluent or of two affluents is responsible for a flood in the main river, namely, when heavy precipitation occurs at headwaters timed in such a way that the two floods arrive at the same time at the same place in the main river. So we see that generalizations on this subject are dangerous, and the complexity of the problem is also responsible for the absence of unchallengeable proof on either side.

4. As regards historical evidence of the change of climatic conditions due to deforestation, as far as it refers to ancient times, it has long been discarded as unreliable by students of the subject. But the General should not have omitted the positive proof of its effect on water and soil conditions as presented in modern experiences of France, where, around 1800, unquestionably the deforestation of about 1,000,000 acres of mountain forest rendered some 8,000,000 acres of agricultural land more or less useless, due to torrential action. Here also the beneficial effects of reforestation might be studied to advantage.

5. The effect of forest cover on snow has been studied by exact observation, which leads to different results from those asserted by the General. That snowdrifts on the mountain slopes are better preservers of moisture than a forest cover was also asserted by the late Major Powell, quondam Director of the Geological Survey. Perhaps this is so, but it is only an assertion, and a dangerous one if it should lead to systematic deforestation of the Rocky Mountains, as has been suggested to improve irrigation conditions.

If we were, then, to base our forest policy upon the questionable or questioned forest influences alone, it would be a shaky basis. Fortunately, there are other reasons for maintaining our forests in good producing condition, and I am glad to see that the General does not brush them aside, as he might easily have done by suggesting substitutes for wood. He recognizes forests as a "necessity for man," as suppliers of useful material.

He might have added another highly important economic reason for maintaining forests, one which ultimately will stand as the rock on which we foresters can base a justification of our existence.

There is in the world large territory which, as far as we know, is fit by its character only for timber growing—what we call absolute forest land, unfit for agricultural use owing to its soil or topographic conditions. These lands by the removal of the forest cover are turned into waste lands and become an economic loss. These the forester claims as his particular domain.

Fortunately this territory is to a large extent situated where also the influence of the forest on water conditions is claimed or desired.

We come, then, to the conclusion that the quarrel about these influences can be relegated to the realm of academic discussion, and need not be called in to justify our forest policy.

B. E. FERNOW.

PUNISHING NATIONS.

Questions Raised by Alleged Violations of International Law.

To the Editor of The New York Times:

The "judicial murder" of Captain Fryatt, committed by a German martial court, has provoked in the English Parliament a grave question as to whether Germany should not be punished after the war by being placed outside of the nations protected by international law, that is, to be proclaimed an outlaw country. Admitting for the sake of argument that Germany is guilty of that crime, one may question by what right England would make such a declaration. Is not international law silent on such a subject? Again, what significance can such a proclamation have after the war? Would not that be too late, particularly in view of the fact that Germany, by the mouth of her Chancellor in the Reichstag before the war, has declared that she was bound to violate the neutrality of Belgium for military reasons, for necessity knows no laws? Has not that been an act of true outlawry, a unique case in history? And ever since Germany has been marching in that line. Her Zeppelins were killing men, women, and children in the open towns of England, France, and elsewhere; her torpedo boats were sending to the sea bottom the Lusitania and many other passenger and merchant ships without warning, adding to all these horrors the use of asphyxiating gases and liquid fire.

Austria had annexed Bosnia and Herzegovina in violation of the Berlin treaty, and in her ultimatum to Serbia she was ignoring the sovereignty of that country, giving the most striking example of disregard of international laws and usages. Turkey has sent to the bottom of the sea a Russian hospital ship sailing under the Red Cross flag, and she has massacred Armenians and other Christian subjects of her empire. Bulgaria declared and made war on Serbia without any legal grievance. Constantine, the King of Greece, has deliberately refused to fulfill the treaty binding his country to defend Serbia in case of war with Bulgaria.

And did not we protest against England and France for their seizure of neutral merchant ships and mails—which acts we hold to be contrary to international law? Did not Holland, Denmark, Sweden, and Norway repeatedly protest against the violation of their rights by all belligerents?

In Asia did not Japan illegally annex Korea, and is she not encroaching upon the sovereign rights of China? And in the New World not only Mexico but even the country bearing the motto "E pluribus unum" is reproached for some deeds which could not be approved by the Court of The Hague.

Indeed, international law has had the saddest experience of late, and particularly during this great war, so much so that the whole world is alarmed, seeing its delicate fabric, the best achievement of modern times, fast crumbling to pieces.

In view of these facts, the principal preoccupation of all nations after the war should be not to limit in any way but, on the contrary, to enlarge and enforce the scope and authority of international law. The world has seen more than enough of outlawry.

P. J. POPOFF.

New York, Aug. 5, 1916.

CAPITAL TO REPLACE LABOR.

Suggested That Stockholders Run Their Own Cars.

To the Editor of The New York Times:

To meet an emergency of the kind now created by the disagreement of labor and capital, it would seem to my mind good business to call upon the stock and bond holders of the various corporations interested, to volunteer from among their number to provide as individuals the labor required.

We have many of our younger generation who voluntarily undertake labor in its hardest form in the shape of National Guard duty, service to become officers of our army in case of emergency at the Plattsburg Camp, &c.

Speaking for myself, I should be willing to volunteer to run the front end of the car to help out in an emergency of this kind, and I have no doubt that others would be as capable as I feel myself to be. From among the stockholders and others interested in the aforementioned corporations, engineers, electricians, and others, I believe, could meet the emergency without very much effort.

I believe that among capital there is as much ability to perform manual labor as there is among labor itself. Therefore, I suggest the above as an

TELLS WHY HUGHES ASKS WOMEN'S AID

Vote in the West and Growing Power in the East Make Them Potent, Miss Kellor Says.

NATIONALISM THE ISSUE

America Must Be a United Nation to Face Coming Problems, Head of Women's Alliance Holds.

Miss Frances A. Kellor, Chairman of the Women's Committee of the Hughes Alliance, explains that it is natural for women to take a more active part in the 1916 Presidential campaign than in those of the past. She says it is the first time they have been welcomed by the men politicians, and she tells why.

"The bars are down to women in the national Republican Party for the first time in a national election," she said yesterday. "The vote in the West and the increasing organized power of the women in the East have combined to make them welcome. They are essential to national success.

"Women are under no illusions. They are facing a new national opportunity; they have to win their way to practical accomplishment by efficiency in organization and solidarity of ideas and interests.

"The one big question before America today is nationalism—a united nation in which there shall be no class, sectional, racial, or provincial lines. This must be brought about through two main currents—government and business organization. The full resources of women—their knowledge, intelligence, and participation in these—cannot be brought about until women organize politically, and until they think in political terms, and function through political units. We shall have a body social in discord with the body politic so long as the bulk of women's thought, their time, energy, and money is largely given to miscellaneous welfare and civic movements outside political lines.

"We shall have a weak body politic so long as many of the best women workers in this country are striving solely for the vote. It is not enough to go to the polls on Election Day or to influence some one to vote on Election Day. America's need is political service given intelligently day and night, along party lines, to establish some public opinion.

Americanism at Stake.

"Mr. Hughes, the Republican candidate for President, and the Republican Party by its platform declarations have together begun the drive which will rally women throughout this country to their cause. This is a campaign of leadership rather than of measures—and it is now possible for men and women to unite on a national leader, to forget whether they vote or not; whether they look out on the Atlantic or Pacific and when their ancestors came over.

"Americanism is at stake. We are called upon in this campaign to define it, to preserve it, to build its future so wide and its foundation so sure that never again shall we be confronted with questions of hyphenism, of sectionalism, or unpreparedness.

"Women are in this campaign because there is constructive work to be done. We are going to be for things rather than against them. It is not enough to show the peril of continuing the present Administration; we must at the same time show the road by which we can travel to a better America. All kinds of people make up this nation, and all kinds have something to give. This campaign needs ideas, workers, and money. It needs ideals. America has them in abundance. We want to put them all at work in the ranks, rather than from the housetops, for Hughes. People must come to know each other at first hand if we shall ever dream of democracy. Men and women are enrolling in the Hughes Alliance on the basis of ideals, beliefs, and community of interests to get votes, to work with every kind of person at all kinds of tasks, in all kinds of places, at all times for a national America.

"The citizenship of America must be made to mean national service to America. There is work to be done by every citizen of America for all America. The call of the Women's Committee of the Hughes Alliance for 100,000 volunteers from all parts of the country to help elect Mr. Hughes is the first step before us. When women enroll their only obligation is to work for Mr. Hughes, to get others to work for him, and to send throughout this land the messages of hope, understanding, efficiency, courage, sympathy, and fairness, which his election holds for this country.

Why Women Are for Hughes.

"Women are for Mr. Hughes because the great human values in this country are still to be welded politically into its national life. This can never be accomplished by any isolated, half-hearted measures driven through at the whip of voters' threats. Women are rallying to the call to shoulder their share in building sound, constructive American policy and practice at home and abroad, in which men as well as machines, homes as well as shops, workers as well as output, schools as well as harbors and rivers, foreign born as well as native born, the aged, the unemployed and the infirm as well as the strong shall receive just consideration.

"America will face at the close of the war conditions which will test her stability as her ambitions, her hopes as well as her past, her visions as well as her traditions. These will be tested in the home and in the school, in the shop and in the office, and they will be brought home to all people in America alike.

"Mr. Hughes's election gives America its real chance to rise to opportunities at home and abroad. Immediate, ungrudging, unselfish campaign service is the rugged road to success."

The Women's Committee of the Hughes Alliance announced yesterday that Miss Marie Dressler had accepted the chairmanship of the Committee of Actresses of the Hughes Alliance and Miss Mary Potter the Chairmanship of the Lawyers' Committee.

It was announced also that the former Women's Roosevelt League had received a new name. It was ruled that if the league was to work for Hughes it would have to have the name of the candidate and not of Roosevelt in its title. There was much opposition by some of the women, and a majority refused flatly to let the league lose its identity. Therefore the league's new name is the New York City Women's Committee of the Hughes Alliance. Miss Alice Carpenter, who was President of the Roosevelt League, is Chairman of the new committee.

Reports of the executive meeting last week, at which the change was made, have just become known. There was a faction which opposed bitterly dropping Roosevelt's name. Mrs. Marion R. Gilson was emphatic in her opposition.

"Colonel Roosevelt is the most dominant figure in America today," she said, "and I am strongly opposed to giving up our name. It was bad enough to have been sold out as we were."

SUFFRAGISTS ENTER FIGHT FOR CONGRESS

Official of National Association Hints at Opposition to Opponents of Women's Cause.

Special to The New York Times.

WASHINGTON, Aug. 6.—Charles E. Hughes's declaration for woman suffrage has spurred the suffragist workers to greater activity and it is apparent that they intend to make themselves heard in the national political campaign. The Congressional Union for Woman Suffrage, which is affiliated with the new Woman's Party and believes in taking sides in political contests where the matter of "votes for women" is involved, has been pressing candidates for elective offices to tell where they stand on the suffrage issue, but the National American Woman Suffrage Association, the parent organization, has declined to take any stand that would indicate partisanship as between either of the two major political parties. The National Association, however, today hade a mild entry into the political field through an announcement that contained the statement that the question of taking part in the forthcoming campaign would depend on the action of the association's convention, to be held in Atlantic City, next month.

After Mrs. Carrie Chapman Catt, President of the National American Woman Suffrage Association, had an interview with President Wilson last week she said that she would recommend to the convention that it preserve its non-partisan attitude. Mrs. Frank M. Roessing, Chairman of the National Association's Congressional Committee, today announced that she had sent a letter to every candidate for Congress in which he was asked if he favored woman suffrage and whether, if elected, he would vote for the pending resolution to submit to the States a Federal amendment to give women the vote.

It was indicated in Mrs. Roessing's statement that the National Association would not fight Democratic candidates for re-election to Congress who had espoused the suffrage cause simply because the Republican candidate for President had declared that women should have the vote, but she hinted that there was no reason why the association should not oppose men, irrespective of party, who had done everything to balk the plans of the advocates of suffrage.

The Congressional Union for Woman Suffrage, which is not now affiliated with the National Association, issued a statement tonight, in which it said that the Woman's Party was doing active work in political organizations in the twelve States where women had the vote. The statement was based on a report made by Miss Doris Stevens, Chairman of the Organization Department, who was here today conferring with Miss Alice Paul, head of the Congressional Union. Miss Stevens left Washington tonight for Colorado Springs to attend the convention of the Woman's Party, which will decide whether the party shall take sides as between the Republicans and the Democrats in the national political campaign.

With Mrs. Roessing's letter to each candidate for Congress was a blank form containing these questions:

1. Are you in favor of woman suffrage?
2. If elected, will you vote in Congress to submit to the States a Federal amendment to enfranchise the women of this country?
3. If appointed on a committee in whose jurisdiction such an amendment should fall, will you do all in your power to expedite the passage of such a measure?

When she was asked today if the National Association, which has always been strictly nonpartisan, would oppose every candidate for Congress who did not answer the questions to the satisfaction of the association, Mrs. Roessing said the course to be taken would depend on the action of the Atlantic City convention.

"It must be remembered," said Mrs. Roessing, "that the utterances of Mr. Hughes do not bind all the Republican candidates for Congress or the Senate. We anticipate that many of them will follow the example of their leader and announce in their personal platforms their advocacy of the Federal amendment. We expect that Democratic candidates in many States will also see the advisability of indorsing the Federal amendment, just as so many leading Democrats in both Senate and House have already done. There is no doubt that the candidate who openly indorses Federal, as well as State action on woman suffrage, will have a big lead over candidates who fail to make their positions clear.

"Surely there is no reason why we should fight Democratic or Republican members of the House who are seeking re-election in cases where these nominees did all they could to help us in our fight this Winter. Nor is there any reason why we should not oppose men, no matter what their party, who during the session have done everything they could to balk our plans."

YALE MEN AT HOT SPRINGS.

New York Club Well Represented at the Homestead.

Special to The New York Times.

HOT SPRINGS, Va., Aug. 6.—The arrival of August has brought a record midsummer crowd to the Homestead Hotel, and the resort will be filled until the beginning of the Autumn season.

Preceding last night's dance a number of dinners were given. More than twenty young people were guests of La Motte T. Cohu and H. M. Cohu of New York at a dinner at the Homestead, at which were present the Misses Olyve C. Graef, Prudence and Virginia Sterry of New York; Miss Mildred Ford of Morristown, the Misses Isabel and Josephine Palms, Eleanor Bright and Miss Stuedwalte, Charles Palms, Edgar Bright, and William Smith.

Miss Alice Scarborough and John Scarborough, Mr. and Mrs. George A. Stimpson, Mr. and Mrs. Harry Campbell Graef, and Jesse L. Eddy also entertained friends at dinner.

O. J. Gude of New York gave a dinner at Fassifern Farm, his guests including Mrs. A. Simpson and Miss Simpson, and Mr. and Mrs. Irving E. Burdick, Mr. and Mrs. G. E. Klein, drove over for luncheon.

Half a dozen members of the Yale Club are here with their families, and these include John W. Dixon and H. S. Bandler. Others here are Herbert Witherspoon of the Metropolitan Opera Company, who is at the Homestead with his bride, and Mr. and Mrs. Irving E. Burdick, who will go to the Adirondacks next week.

Benjamin Thaw, Jr., of Pittsburgh arrived at the Homestead today, and other arrivals are Miss Clara Stevenson and E. P. Palmer, New York, and Mrs. H. A. Brady.

1% Per MONTH ON PLEDGE OF PERSONAL PROPERTY

THE PROVIDENT LOAN SOCIETY OF NEW YORK

MANHATTAN
Fourth Avenue, cor. 25th Street
Eldridge St., cor. Rivingston St.
East Houston St., cor Essex St.
Seventh Av., bet. 48th & 49th Sts.
Lexington Av., cor. 124th St.
Grand St., cor. Clinton St.
E. 72d St., bet. Lexington & 3d Avs.

BRONX
Courtlandt Av., cor. 148th St.

BROOKLYN
Smith St., cor. Livingston St.
Graham Av., cor. Debevoise St.
Pitkin Av., cor. Rockaway Av.

½ PER CENT. CHARGED ON LOANS REPAID WITHIN TWO WEEKS FROM DATE

MRS. RUDOLF H. KAHN DIVORCES FINANCIER

Albert H. Gross of Stock Exchange Testifies Against His Son-in-Law.

SEPARATED SINCE 1914

Couple Met at Home of Mrs. Benjamin Guggenheim, Mrs. Kahn's Aunt, and Were Wed in Paris.

A divorce has been granted in the Supreme Court to Mrs. Lucille G. Kahn, daughter of Albert H. Gross, member of the New York Stock Exchange, from Rudolf H. Kahn, cousin of Otto H. Kahn, banker, with offices in New York and Paris. The decree was granted on recommendations by Philip J. Dunn, referee. Mrs. Kahn is the granddaughter of James Seligman, the banker, and a niece of Mrs. Benjamin Guggenheim, in whose home she met Kahn. The couple had no children.

Mr. and Mrs. Kahn were married in Paris on Nov. 29, 1909. She alleged in her complaint that her husband was guilty of misconduct with a woman unknown to her at the Hotel Navarre on Feb. 29 last, and was also unfaithful on various occasions between Sept. 1, 1914, and the date of bringing her suit.

While the testimony and all papers in the case are not accessible in the County Clerk's office, it was learned yesterday that Mr. Kahn, who defended the case through his attorney, I. T. Flatto, was divorced chiefly on the testimony of his father-in-law, Mr. Gross, who also accompanied the process server when the papers were served on Kahn at his bachelor apartments, 718 Fifth Avenue, on March 28 last. Mrs. Kahn has been living at the home of her father at 1 East Ninety-second Street since her husband left her in September, 1914.

Mr. Gross, who had known Mr. Kahn only a week before his marriage to Lucille Gross, testified that he tried vainly to bring about a reconciliation between his daughter and her husband. He said he had a number of talks with Mr. Kahn and tried to show him that it was "ridiculous" for him to be living apart from his wife and that she was suffering from the stigma. He said Mr. Kahn insisted on taking bachelor apartments, and couldn't be persuaded to do anything else.

Mr. Gross said that when he asked Mr. Kahn his reason for not wanting to live with his wife at the Gross home he said that "the dogs annoyed him." Mr. Gross testified:

"We had three little dogs, and I told him that if the dogs were all that stood in the way of his living with his wife I would poison the dogs."

Mr. Gross said that when he found it impossible to induce Mr. Kahn to resume living with his wife, and when he heard things that led him to believe she should bring action against him, he retained detectives, who began trailing Mr. Kahn on Jan. 24 last and watched him every day until Jan. 29. They followed him again from Feb. 23 to 26 and again on Feb. 28 and 29.

The plaintiff's father said that finally on the night of the 29th he got word from the detectives to meet them at Thirty-eighth Street and Broadway. He induced his broher Louis to go with him, and they met the detectives and went to the Hotel Navarre. Mr. Gross looked at the register and recognized, as he explained, from Kahn's German style of handwriting, his signature as "N. Rudolph and wife."

Mr. Gross and his brother, with the detectives, got a room diagonally across the hall from that occupied by Kahn, and one of the detectives knocked on the door. Mr. Kahn opened it, and the raiding party entered. Kahn had his coat off, and a young woman in the room was just buttoning her waist. The party left just as soon as Mr. Gross had identified Kahn as his son-in-law and had told the detectives that the woman in the room was not Mrs. Kahn. Mrs. Kahn did not ask for alimony.

TENNIS EXPERTS AT PIER.

Large Crowds Spend Sunday at the Narragansett Casino.

Special to The New York Times.

NARRAGANSETT PIER, R. I., Aug. 6.—The first Sunday in August proved to be one of the liveliest days of the season at Narragansett, and there was little in the day to suggest a New England Sunday save the ringing of church bells at morning and evening. Early in the day many pleasure seekers arrived in steam yachts and automobiles, and the bathing beach was a meeting place for hundreds. Then came the luncheon parties at the Casino, and later in the afternoon the Point Judith Country Club was a social clearing house, with tennis as the magnet.

Miss Eleanora Sears and Craig Biddle came from Newport, visited the Casino and then sped up to the Point Judith Country Club, where a tennis match had been arranged by Miss Lyra Brown Nickerson of Providence complimentary to her guests Molla Bjurstedt of Norway and Harry Johnson, indoor tennis champion of Boston. Miss Eleanora Sears and Harry Johnson played against Craig Biddle and Miss Bjurstedt, and Miss Sears and Mr. Johnson won. A very large gallery watched the contest, among whom were Dr. and Mrs. Archibald T. Thomson, Mr. and Mrs. S. Hinman Bird, Mr. and Mrs. David B. Sharpe, Mr. and Mrs. Rowland Hazard, Mr. and Mrs. R. H. I. Goddard, Miss Beatrice Wetmark, Mrs. Alexander Brown, Miss Kate Penn-Smith, Mrs. Charles R. Snowden, Mr. and Mrs. Henry W. Harrison, Miss Gertrude de Coppet, Miss Elizabeth Sinnickson, Miss Fanny Sinnickson, Stanley Henshaw, Mr. and Mrs. Edward Maurice, Miss Dorothy Manice, Jay Coogan, Gordon Coogan, Miss Althea Winship, Mr. and Mrs. Frederic R. Hazard.

Several yachts dropped anchor beyond the Casino landing today, and those on board came ashore and went to the Casino for luncheon. The yacht Arcady had on board Mr. and Mrs. Arthur Meeker of Chicago and Mr. and Mrs. Walter D. Denagre of New York and New Orleans.

On board the yacht Crusader, which arrived in the early afternoon, were Mr. and Mrs. Charles Churchman, Mr. and Mrs. Arthur H. Brockie and Daniel B. Wintz of New York.

Mr. and Mrs. Rowland Hazard entertained at a luncheon at the Casino in honor of Miss Beatrice Wetmore of Warren, Penn., and Rickard S. Aldrich, who are visiting them at Oakwoods. Others in the party were Mr. and Mrs. B. Hilman Bird, Howard Hitchcock, New York, and Mrs. Poe White of Washington.

In another luncheon group were Mr. and Mrs. Stuart M. Aldrich and their guests, Mr. and Mrs. Alfred J. Miller, Jr. They were joined at the Casino by Mrs. Ernest Wilkinson and Mr. and Mrs. C. Coburn Darling.

Others at the Casino were Mr. and Mrs. Henry Pearce, Providence, R. I., and their guests, Henry Buck and Seton Post, New York; Josepe Batch, Providence, and Mrs. Howard Copperthwaite and Mrs. Harry I. Harkness of New York.

Mr. and Mrs. Jerome Bonaparte arrived from Newport by automobile with Felipe Iturbe of Paris. They were entertained on the terrace of the Casino by Miss Terese Kohn of Baltimore. Others in the party were Mrs. Abram Britton of New Orleans and Creighton Webb.

Oklahoma Sails on Practice Cruise.

The departure of the new United States battleship Oklahoma from the Brooklyn Navy Yard at 1 o'clock yesterday afternoon was witnessed by thousands of persons who lined the Brooklyn Bridge and the Manhattan and Brooklyn shores. The sailors lined the decks and manned the fighting tops. In their white uniforms they made a very fine spectacle. Captain Roger Willes is in command of the Oklahoma, which will go for a three weeks' trip to get the officers and men accustomed to the ship. Then the battleship will join the Atlantic Fleet at Newport.

NEWPORT MEN IN FILM.

Many Well Known to Society Appear in War Scenes.

Special to The New York Times.

NEWPORT, R. I., Aug. 6.—"Our American Boys in the European war," a film, in which men well known in Newport's Summer colony appear, will be shown at the residence of Mr. and Mrs. Vincent Astor, the afternoon of Aug. 19, instead of next Saturday, for the benefit of the American Ambulance Field Service on the firing line. For this cause Miss Ethel Borden Harriman is Chairman of the committee, assisted by the Misses Rose B. Dolan, Miss Muriel Wintarop, Mary Alexander, and Margaret Perin. Among the patronesses are Mrs. August Belmont, Mrs. French Vanderbilt, Mrs. Clarence W. Dolan, Mrs. E. L. Winthrop, Mrs. Frederick Allen, Mrs. Vincent Astor, Mrs. Harry Payne Whitney, and Cortlandt D. Barnes.

Bailey's Beach, because of the heated spell, today broke all records of its history for bathing attendance of members and subscribers. There were more than 400 bathers.

This morning, with the temperature at 90, on the Casino tennis court the players were Miss Edith Deacon, Mrs. Arthur Scott Burden, Miss Mary Canfield, Miss Claire Bird, Mrs. Barger Wallach, George M. Woolsey, Beverly Bogert, George Brooke, J. Philip Benkard, and Forsyth Wickes. They were forced to quit because of the heat marking Newport's hottest day of the Summer.

Mrs. Willian Disston of Philadelphia entertained a dinner company tonight. Her guests were Mr. and Mrs. T. Suffern Taller, Mr. and Mrs. Lawrence L. Gillespie, Captain and Mrs. Lorillard Spencer, Mr. and Mrs. Stuart Duncan, Mr. and Mrs. George Brooks, Mr. and Mrs. Hamilton W. Cary, Dr. and Mrs. Tunstall Taylor, Mr. and Mrs. J. Stewart Barney, Dr. and Mrs. Preston Satterwhite, Miss De Barril, Miss Elizabeth Sands, Miss Pauline Disston, Miss Lota Robinson, Mrs. Herbert Shipman, John Barrett of Washington, Baron Renaud D'Ungern-Sternberg of the Russian Embassy, James J. Van Alen, Dr. Bolling Lee, F. De Mohronschildt, James D. W. Cutting, Lawrence Atterbury, Lieut. Commander John C. Freement, Lieut. Commander Clark H. Woodward, U. S. N., and P. A. B. Widener.

W. E. Cheadle, George M. Cheadle, C. W. Early, U. S. N.; C H Cutting, and W P. Blagden of New York are visiting Mr. and Mrs. August Belmont. Brewster Reamey of New York is visiting Mr. and Mrs. Andrew Robinson.

Miss Eugenie H. Ladenburg gave a luncheon at Hill Top Inn today, having for guests Mr. and Mrs. Vincent Astor, Miss Ethel Borden Harriman, Mr. and Mrs. Gifford A. Cochran, Mr. and Mrs. Herman Oelrichs, Mr. and Mrs. G. H. Pyne, James D. W. Cutting, Hon. William Anson, Mr. and Mrs. M. Rogers Winthrop, and F. De Mohronschildt.

Through efforts of Mrs. Cornelius Vanderbilt in opening a store on Bellevue Avenue, assisted by her daughter, Miss Grace Vanderbilt, and her son, Cornelius Vanderbilt, Jr., 1,000 pounds of magazines and other reading matter have been collected, which are being shipped in 200-pound lots to the guardsmen on the border.

Mr. and Mrs. Ogden Mills, Mrs. E. H. G. Slater, Mrs. Nathaniel Thayer, and Mr. and Mrs. F. S. Grand D'Hauteville gave luncheons today. Mr. and Mrs. Clarence W. Dolan and Mrs. James B. Duke entertained with dinner parties tonight.

Mrs. Oliver H. P. Belmont is visiting Dr. and Mrs. John J. Mason, who entertained a dinner company tonight for Mrs. Belmont.

The Marquis De Polignac of Paris, who has been visiting Robert W. Goelet, has gone to Boston, en route to the West.

The fleet of the New York Yacht Club arrives tomorrow from Mattapoisett. Tuesday will see the Astor Cup races, and Wednesday the race for the King's Cup. Tomorrow Mrs. Frederick Penbroke Jones gives a dinner for the flag officers at his residence. Tuesday night Governor R. Livingston Beeckman entains for the flag officers.

Mr. and Mrs. Henry W. Bull, who have been guests of Mrs. Cornelius Vanderbilt, have returned to New York.

Mrs. Crossley, wife of Commander Walter S. Crossley, U. S. N., is the guest of Mrs. Falls of Tennessee at Hill Top Inn.

LENOX TO HAVE SNAKE HUNT

J. H. C. Church to Give Prize for One with the Most Rattles.

Special to The New York Times.

LENOX, Mass., Aug. 6.—John H. C. Church, a prominent cottager of Great Barrington and a County Commissioner, has organized a rattlesnake hunt, which will be held on Mount Everett this week. Mr. Church offers a prize for the rattlesnake with the most rattles. Mrs. Harry Bell, Frank Labbe, and Louis Funk killed rattlesnakes last week. Mr. Funk was bitten by the snake, but will live.

At the Greenock Country Club in Lee Saturday George W. Pyne of Springfield won the tennis championship of the Housatonic Valley and possession of the Greenock Cup by defeating Professor Ralph L. Cheney of Springfield in men's singles, 6—1, 6—3, 6—4. The men's doubles were won by A. C. Vesey of Montreal and L. H. Wiley of Hartford, Conn., who defeated Huntington Worth of New York and A. H. Chapin of Springfield, 6—3, 6—4, 1—6, 6—2.

George Higginson, brother of Henry L. Higginson of Boston, the oldest Lenox cottager, gave a luncheon at the Corners this afternoon on his eighty-third birthday. Mr. and Mrs. George Higginson, Jr., of Chicago were among the guests. Mr. Higginson has been a cottager in Lenox fifty-six years. Last week he gave up driving as a recreation and bought an automobile.

Mr. and Mrs. John H. C. Church gave a dinner last night at Bonnie Bank, Great Barrington. Their guests were Mr. and Mrs. William Hall Walker, Mr. and Mrs. Reginald Nicholson of London, Mr. and Mrs Robert P. Staats, Mr. and Mrs. John R. McComb, Bishop Thomas F. Davies of the Episcopal Diocese of Western Massachusetts, and Miss Davies of Lenox.

Mr. and Mrs. Paul C. Darling of Newark, N. J., are guests of Dr. and Mrs. John Dodge Peters in Great Barrington.

Mr. and Mrs. Arthur Whitney of Garden City, L. I., have opened their country place in Great Barrington.

Dr. and Mrs. Leigh Hunt of New York gave a luncheon at the Curtis Hotel today, entertaining Mrs. Alexander Herbert Mann of New York.

Mr. and Mrs. Joseph H. Choate were hosts at Naumkeag, Stockbridge, tonight.

Henry Van Cortlandt Fish returned to New York today.

GREENBRIER HORSE SHOW.

BoxHolders for the Annual Exhibit at White Sulphur Springs.

Special to The New York Times.

WHITE SULPHUR SPRINGS, West Va., Aug. 6.—Representative persons are gathering from all over the country to see the annual Horse Show, which takes place on Aug. 11 and 12. Among the boxholders are Mr. and Mrs. Thornton Lewis, George Stevans, Frank H. Davis, Mrs. Henry M. Flagler, Mrs. Mark Skinner Willing, the Misses Jeanne and Katharine McLaughlin, Edward T. Cockroft, Thomas Harris Powers, James B. Weft, Mrs. Henry Rutledge Buist, Roland Frank Knoedler, Emory Winship, Mrs. Kellogg Bradley, Mrs. Pearl F. Lewis, Mrs. Charles N. Welsh, Thomas B. Yuille, Mrs. Franklin Pelton, E. H. Randolph, James B. Weir, and H. N. Worth.

Frank M. Gould of New York has come down to attend the Horse Show.

Mrs. James H. Preston of Baltimore, the Misses Alice, Mary, and Helen Preston, and W. Jackson Preston have arrived, and Mrs. Lewis Haskell and Mrs. W. H. Daniel of Savannah, Ga., are here.

Mrs. J. Howard Slocum has gathered together about fifty ladies to make bandages and other surgical dressings. Miss Anne Morgan of New York has sent 1,000 yards of gauze and a room has been set aside for the work.

Mr. and Mrs. Percival McIntosh entertained a party of friends last evening in the Greenbrier dining room, and Judge and Mrs. William Brawley gave a porch party this morning at their cottage. Roland Frank Knoedler drove by in command of the Oklahoma, which will go for a three weeks' trip to get the officers and men accustomed to the ship. Then the battleship will join the Atlantic Fleet at Newport.

AMMONIA EXPLOSION STARTS HOTEL PANIC

Guests Flee Scantily Clad When Tank Bursts in the St. George, in Brooklyn.

SAVE WOMEN ON LADDERS

Fumes Fill Halls and Rooms of Building Covering a Block—Six Persons Overcome.

An ammonia tank in the basement of the Hotel St. George, in Clark Street, between Henry and Hicks Streets, Brooklyn, exploded early yesterday morning, while 500 guests were asleep. The frightened occupants of the hotel ran, scantily clad, to the halls, windows, and fire escapes, in an effort to escape from the building, but many of them were driven back by the ammonia fumes. No fire followed the explosion, and when the excited men and women realized this the panic which took hold of them subsided.

Six persons in the hotel required medical treatment. One was removed to the Long Island College Hospital. This was Robert McGill, an actor, whose throat and eyes were inflamed by the ammonia fumes. Others who were affected in the same way, although not so badly as McGill, were Mr. and Mrs. John Cromie, Miss Frances Sullivan, a private secretary; Miss Isabella Robertson, and Walter Dunn, a publisher. In Mr. Dunn's case the ammonia fumes brought on an attack of asthma. He is now under the care of a physician in the hotel. Later in the day Miss Robertson was removed to the Long Island College Hospital and Mr. and Mrs. Cromie were taken to the Brooklyn Hospital.

Escape by Elevators Cut Off.

The explosion occurred at 4:33 o'clock in the morning. The force of it shook the hotel building and the neighborhood for half a mile was aroused by the crash. Many thought that the explosion in New Jersey had been repeated. Those living near the hotel ran to the street in what clothes they could put on hastily. In the hotel the screams of women could be heard in many of the upper windows and halls of the building. The ammonia tank which exploded was near the elevator shafts, and the escaping gas made it impossible for the operators to run the cars. Escape by the main stairway was cut off and the big lobby on the ground floor filled quickly with fumes.

A. F. Haupt, the night clerk, stayed at his desk long enough to send in a call to the Fire Department and to answer many of the telephone calls from the guests' rooms. When the first fire companies arrived the fire escapes on the Clark Street side of the hotel, running up eleven stories, were filled with excited men and women.

A second alarm was turned in, and this brought Deputy Fire Chief O'Hara. Under his direction the firemen turned their attention to reassuring the hotel guests. They warned the men and women to keep cool and then helped them to the street. Some of those in the higher floors stayed at their windows calmly when they were told there was no danger. Others fled to the roof to get away from the ammonia fumes.

Around the corner, in Hicks Street, where the hotel property runs along for a block, Battalion Chief George Harrigan and the firemen of Engine Company 203 ran up ladders to a four-story annex of the hotel. From this building there was no exit to the street. The long corridors leading to the stairs and fire escapes in the rear were filled with ammonia fumes, and a score or more guests ran to the windows, appealing to the firemen to help them.

Women Carried Down Ladders.

These were taken down the ladders by the firemen. Two of them were women, and they were so excited that they were on the point of jumping out of a window, but Battalion Chief Harrigan and his men stopped them. All of them were taken to the street safely. When Deputy Chief O'Hara realized the nature of the explosion he sent for the rescue squad from Manhattan. Under Chief "Smoky Joe" Martin, the members of this squad, with their smoke helmets, entered the building and escorted many of the guests to the street.

A call was sent to every hospital in the lower part of Brooklyn. Ambulances from the Methodist Episcopal, Amboy land, Long Island, Brooklyn, and Holy Family Hospitals brought a dozen surgeons to the hotel. Two pulmotors were called for also.

The firemen had great difficulty in getting to the ammonia tank in the basement, as the fumes were so stifling they had to work in relief squads. Lines of hose were run into the cellar through the sidewalk grating. After a while the rescue squad shut off the supply of ammonia and thereby prevented more of the fumes from going through the building.

Fire Marshal Thomas Brophy found that the cylinder head of the ammonia tank, which contained about ten tons of the liquid, had blown off, letting the fumes escape. The concrete casing remained intact, and it was said this prevented an explosion that might have wrecked the building. The only damage done was to the ammonia plant. The loss was said to be $25,000. Later in the day an investigation, conducted by the Fire Department showed that a flawed steam pipe leading to the refrigerating plant burst, and the live steam played on the ammonia tank of the ice machine causing it to explode.

There were ten men at work in the basement at the time, and the first noise they heard was the escaping steam. They tried to shut off the supply of ammonia, but the escaping fumes drove them back, and they fled from the building.

NEW YORKERS AT COLEBROOK

Visitors Divide Time Between Golf and Mountal nClimbing.

Special to The New York Times.

COLEBROOK, N. H., Aug. 6.—E. Hasen Reed of Woodstock, Vt., and Edward T. Ryder of New York are here for some mountain climbing.

Mrs. Isaac W. How and Miss Beatrice How have come from New York to spend the season at the Profile House.

Mrs. James R. Jesup of Lenox has arrived by automobile at the Profile House, where she always spends August. She was accompanied by the Misses Dougherty of Philadelphia.

Mrs. A. Scott Cameron has arrived from New York for the season.

Mr. and Mrs. Franklin Dolier of Philadelphia have joined friends at the Waumbek at Jefferson for the season. They motored here with the Misses Anne and Heln Dolier, and Master Franklin Dolier.

The Rev. and Mrs. Hamilton Schuyler of Trenton, N. J., are also at Jefferson.

Mrs. Theodore Kitchen of Riverton, N. J., has joined friends here.

William Rice, W. H. Coleman, W. R. Caldwell, and Lester Russell of Maplewood make up a foursome visiting Waumbek, Bretton Woods and other golf clubs to play this week.

G. Arnold Dimond of White Plains has joined Mr. and Mrs. Thomas Dimond at their cottage in Jefferson, the Maples.

Mrs. John J. Hicks of Boston, who is at Franconia for the Summer, has taken S. P. Peckett's bungalow. C. H. Gee and the Misses Gee of New York, who have taken the small bungalow near Pecketts, at Sugar Hill, are acmompanied by Mrs. Edward Schweher of Manhattan.

Playing a series of three-ball golf matches at Bretton Woods are Mrs. Ellis Jackson, her daughter, Miss Lois Jackson, and Miss Charlotte Fahnestock of Philadelphia.

Colonel Samuel P. Colt and Mrs. J. Waldron, with Countess Maironi of Montreal, and S. X. Constantindi of Greece made the Mount Washington circuit trip by automobile from Bretton Woods, stopping at Wentworth Hall, in Jackson, for luncheon.

Pocket Boxes of 12
Bottles of 24
Bottles of 100

The trade-mark "Aspirin" (Reg. U. S. Pat. Off.) is a guarantee that the monoaceticacidester of salicylicacid in these tablets is of the reliable Bayer manufacture.

ROOSEVELT PRAISES Y.M.C.A.

Sees Much Good to be Done in Soldier Camps on the Border.

William Sloane, Chairman of the Army and Navy Department of the Y. M. C. A., has just received a letter from Colonel Theodore Roosevelt congratulating the committee on its promptness in introducing the activities of the association into military camps on the Mexican borner. Mr. Roosevelt wrote that only "a man acquainted with the life of soldiers in the field could fully appreciate the need for recreation halls, with writing facilities, games and the like.

"From much experience in the past," he said, "I know how much the fifty secretaries in charge of these buildings will be able to do for our men in that desert country. Their presence will aid the officers to preserve the morale of the camps.

"I was interested to hear that five services, including the mass of the Catholic Church, were held in one of your buildings in San Antonio last Sunday. I am glad to know that the chaplains are making use of your buildings."

PRAISES ARMY Y. M. C. A.'S.

Col. Roosevelt Compliments Organization for Work on Border.

William Sloane, Chairman of the Y. M. C. A. Army and Navy Department, yesterday made public a letter received from Theodore Roosevelt congratulating the department upon the prompt erection of association buildings along the Mexican border for the use of soldiers.

"Only a man acquainted with the life of soldiers in the field can fully appreciate the need for these big airy wooden recreation halls," said the Colonel in his letter, "from much experience in the past I know how much the fifty Secretaries in charge of these buildings will be able to do for our men in that desert country. Their presence will aid the officers to preserve the morale of the camps."

Oshman Wins Parks Tennis Title.

In the final of the Public arks Lawn Tennis Association championship on the Central Park courts yesterday, Louis Oshman, the Crotona Park champion, defeated the Central Park champion, Louis Joffe, 6—2, 3—6, 6—3, 6—2.

LOUIS H. ORR DEAD.

Leader in Printing Industry Was Stricken with Appendicitis.

Louis H. Orr, Secretary, Treasurer, and a Director of the Bartlett-Orr Press and for years a leader in the printing industry here, died suddenly yesterday from appendicitis. He was in his sixtieth year, and was a son of the late John W. Orr, one of the best known wood engravers of the post-bellum period.

Mr. Orr was born in Jersey City, his mother being Mrs. Mary Virginia Villers Orr. After receiving his education he entered the employ of the Morgan Envelope Company of Springfield, Mass., later establishing the firm of Louis H. Orr & Co. of that city. Shortly afterward Mr. Orr became President of the Springfield Printing and Binding Company. In 1891 he formed a partnership with Bartlett & Co. of this city, and a year later this firm was incorporated, the name being changed to the Bartlett-Orr Press. Mr. Orr is credited with having been responsible for much of the later improvement and development of the printing business.

In addition to his other business interests, Mr. Orr was Treasurer and a Director of the John O. Powers Company and Secretary, Treasurer, and a Director of the Orro Manufacturing Company. He was a member of the Union League, Bankers', Ardsley, and New York Athletic Clubs. His wife, who was Miss Ada Ege, and whom he married in 1881, a son and two daughters survive him. Mr. Orr lived at 267 West Seventy-ninth Street.

Dr. Edwin Bassett Tefft.

Dr. Edwin Bassett Tefft, for thirty-four years a practicing physician of New Rochelle, N. Y., died yesterday at his home there after an illness of several months in his seventy-first year. He was born in Brooklyn and was graduated from Union College in 1860, when he won the Phi Beta Kappa honor.

Obituary Notes.

FRANK J. O'NEILL, a plumber in the employ of the B. R. T. for many years, died on Saturday at his home, 1,210 Atlantic Avenue, Brooklyn, in his thirty-third year. He was a son of former Detective Sergeant John O'Neill.

Mrs. SARAH NETTER SEASONGOOD, wife of A. J. Seasongood, a retired banker, died on Saturday at her home, 28 West Seventy-fourth Street, in her sixty-fourth year. She was born here and was a daughter of the late Jacob Netter, a merchant. Mr. and Mrs. Seasongood lived in Cincinnati until eight years ago. In addition to her husband, she is survived by two daughters.

FRANCIS PROCTOR, publisher of The Gloucester Times, died at his home in Gloucester, Mass., on Saturday, in his eighty-fifth year.

JEREMIAH TIERNEY, formerly Deputy Judge of the Criminal Borough Court of Greenwich, Conn., and Judge of Probate there for four years, died on Saturday at his home in that place, in his seventy-second year. He was a veteran of the civil war. Mr. Tierney was a hatter by trade, and was the first National Secretary of the United Hatters' Union of North America. Later he studied law and was admitted to the bar. His son and three daughters survive him.

FREDERICK V. COURT of 405 Park Place, Brooklyn, for twenty-five years employed by the New York, Ontario & Western Railway, died suddenly yesterday in Morristown, N. J., in his thirty-ninth year.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Born.

SILBERSTEIN.—July 31, 419 East Houston St., to Mr. and Mrs. E. I. Silberstein, a daughter.

STEIN.—Aug. 3, 240 Audubon Av., to Mr. and Mrs. G. Stein, a son

CITE BANK DEPOSITS AS PROSPERITY PROOF

Munitions Only 6 Per Cent. of the Total Exports, Democratic Textbook Says.

RAILROAD EARNINGS GROW

Pamphlet Replies to Republican Assertions That Only the War Now Supports Business.

Republican arguments that the prosperity enjoyed by this country during the Wilson Administration is due to expanding war industries and artificial conditions created by the European war are to be attacked in the Democratic Campaign Textbook which is rapidly approaching completion.

In an opening chapter, crowded with facts and official figures in which the present-day prosperity is traced to its various sources, the flat declaration, backed up by statistics, is made that, even with the "munitions business" left out of consideration, the record of prosperity under Wilson surpasses that of all former years in the history of this country. The writer says:

> During the first twenty months of the European war down to March 31, 1916, the total agricultural exports of the United States, as compiled by the Bureau of Foreign and Domestic Commerce in the Department of Commerce, were $2,498,000,000.
>
> Total exports of manufactures for this twenty-month period were $2,849,000,000. Of these, explosives and firearms were $330,000,000.

In other words, munitions exports were only a fraction over one-eighth of the agricultural exports, less than one-eighth of the total of exports of manufactures, and just 6 per cent. of the $5,514,000,000 which constituted the twenty months' total. This goes far to explain, according to the book why the bank deposits of the Middle West compare so favorably with Atlantic Coast States.

Cites Delaware Bank Deposits.

In connection with this, it is pointed out in a section of the chapter which deals with bank deposits that the only State in the Union that has failed to show a gain in this direction is Delaware, the Atlantic Coast seat of the du Pont powed industries, among the chief beneficiaries of the war munitions business. By contrast, it is said, the Dakotas—agricultural States—increased their bank deposits 70 per cent. and Oklahoma 100 per cent. The chapter begins:

> Not only all the Republicans', but the world's prosperity records have been broken under Democratic laws and administration—under the "New Freedom" industry and finance created and administered by President Wilson, the chapter begins. And the tide of our business and wealth is still rising.
>
> All the recognized indices of business conditions tell the same story. Official statistics of bank deposits and bank clearings, postal receipts, building operations, gold supply, exports and imports, ship building, and the national wealth, separate and in combination, so show the amazing and unprecedented volume of the nation's commerce and industry.
>
> The assertion that this unequaled prosperity is due to an abnormal situation, created by the European war, is quickly destroyed by a study of the facts. The business in munitions of war is but a small fraction of the total business. It is shown herein that if the sales abroad of explosives and firearms, and other articles which may justly be placed as munitions of war, were totally eliminated from American business of today, still the prosperity of the country would far exceed the records of all former years.
>
> Neither the most helpless pessimist nor the most incorrigible partisan can withstand the knockdown contrast in the country's bank deposits under the last Republican administration, and under Woodrow Wilson's administration.
>
> On May 1, 1916, the gross deposits of the 7,378 national banks as reported to the Controller of the Currency were $11,135,322,000. On the corresponding date in 1912, they were $8,015,511,000.
>
> The four-year gain is $3,119,811,000, approximating 39 per cent. Every geographic section of the United States shared in this prosperous growth.

Distribution of Prosperity.

Geographically, the textbook shows the gains are distributed as follows:

	Increase.	Per Cent.
New England	$191,585,000	30
Eastern States	1,171,794,000	39
Southern States	218,084,000	26.7
Middle States	658,403,000	29.3
Western States	1,027,000,000	41.6
Pacific States	124,462,000	21.3
Hawaii	991,000	

As further evidence of unparalleled prosperity under Wilson, it is shown that the volume of bank clearings during the first six months of the present year exceeded by approximately 40 per cent. the bank clearings during the first six months of 1912, the last year of the Taft Administration. The bank clearings during the first half of this year constituted 70 per cent. of the full twelve-months transactions of the record Republican year, according to the campaign book writer.

The six months' total of 1916 was $118,800,000,000, according to Bradstreets, as compared with $85,100,000,000 for the first half of 1912—a difference of over $5,500,000,000 a month.

Measuring the country's business activity by the postal business of Uncle Sam, the writer asserts that the Post Office receipts during the Wilson Administration exceeded those of the Taft Administration by approximately $25,000,000, or 25 per cent, notwithstanding the heavy falling off in these receipts from August, 1914, to June, 1915, the individual income tax, another barometer of prosperity, showed an increase of 65 per cent. in the fiscal year ended June 30. The corporation income tax for the same period showed an increase of 45 per cent. over 1915 and approximately 100 per cent. over 1912, when the Republicans were in power.

The Country's Gold.

The banking chapter continues:

> The gold stock of the United States today is double that of France, and 50 per cent. greater than that of Germany and the United Kingdom combined. No country ever had the solid gold foundation for its business that the United States has today.
>
> The wealth of the United States has today is estimated by the United States Department of Commerce at $228,030,000,000 as compared with $187,000,000,000 in 1912—a four-year gain of 21.8 per cent.
>
> Our commerce outranks leading foreign competitors by $1,000,000,000 to $2,000,000,000, and it passes the Republican record by over $2,000,000,000.

American exports in the fiscal year of 1916 exceed $4,300,000,000. The Republican record, 1912, was $2,200,000,000. Under a Democratic Administration in 1916 exports of American productions exceed the Republican records of 1912 by 95 per cent.; the British total for 1913 by 68 per cent.; and the German for 1912 by 100 per cent.

Four years of Republican trade balances —1909, 1910, 1911, 1912—together make $1,612,000,000, or about $500,000,000 more than the Democratic balance of 1916. The past year of Woodrow Wilson shows a heavier trade balance than the four-year total of Taft or the four-year total of Roosevelt.

Exports of foodstuffs, crude in manufacture, aggregated in the fiscal year total under Taft, $418,000,000. The 1916 total under Wilson approximates $1,000,000,000, an increase of $580,000,000, or nearly 140 per cent. more in exports, which largely represent American farm production.

To supply American mills with material for its huge expansion of exports, imports of crude materials for use in manufacturing are $800,000,000 greater in 1916 than in 1913. American farms, mines, ranches and plantations have likewise been called upon for record productions of materials for use in manufacturing and American labor and capital have never before been so heavily employed or at such liberal income and wage returns.

Productions of $45,000,000,000.

Total exports of manufactures ready for consumption for the fiscal year ended June 30, 1916, approximate $2,000,000,000, as against $776,000,000 under the last year of the Payne tariff.

The total industrial production of the United States in 1916—including products of agriculture, manufactures, mines, quarries, oil wells, forests, fisheries, and new buildings—approximates a total of $45,000,000,000.

The war munitions exports are $480,000,000 for the fiscal year, or only 1 per cent. of the country's industrial product. The $1,350,000,000 by which exports of the recent fiscal year to European warring nations exceed our normal exports to those countries represent only 3 per cent. of our total industrial production. The entire $4,300,000,000 of our 1916 exports to all countries are less than 10 per cent. of our aggregate volume of production.

The United States Steel Corporation reports show that even in 1915 the steel input production, less total steel exports, was 600,000 tons greater than the average annual steel ingot production for the seven years, 1908-14, inclusive, for both home and foreign supplies. United States Steel unfilled orders in 1916 are double those of 1915.

In the building trades industries, which produce nothing for consumption abroad, a new high record has been attained during the last six months, too. Forty-two cities, according to the campaign book have reported building permits to a valuation of $450,000,000, and there have been 187 wage increases in thirty-four States.

Railroad earnings are pronounced the heaviest known, running from $50,000,000 to $60,000,000 per month in excess of the monthly earnings in 1912, or from 25 to 30 per cent. higher. For the entire fiscal year ended June 30 the increase over the Taft year of 1912 was 24 per cent.

An estimate from the Department of Agriculture is cited, giving the volume of farm production as $10,000,000,000 per annum, as against $9,060,000,000 during the Taft Administration and $7,000,000,000 per annum during the Roosevelt Administration.

NEW YORK A ZINC PRODUCER

St. Lawrence County Makes First Commercial Shipments.

Special to The New York Times.

ALBANY, Aug. 6.—The exploitation of zinc ores in St. Lawrence County during the last year, resulting in the first commercial shipments of that mineral from a New York locality, and the output of 11,095,301 barrels of salt, placing New York in the front rank among the salt-producing sections of the country, are the principal matters considered in the annual report of Dr. John M. Clarke, Director of Science, to the University of New York.

The development of the zinc industry is regarded as of great importance, and has received more than usual attention on account of the recent abnormal position of the zinc trade which arose from the exclusion of German supplies in the world markets and which brought about a rise in prices.

The St. Lawrence County deposits belong to a rather uncommon type, but their operation has been attended by encouraging results, so much so that the future of the industry in that section seems assured. Occurrences of ores have been uncovered in different places within a district some twelve miles long and from one to three miles wide that includes parts of the towns of Edwards and Fowler, on the Adirondack border.

Greek Liner Brings 1,991.

The Greek liner Vasilefs Constantinos arrived yesterday from Piraeus direct with 1,991 passengers, of which 1,448 were immigrants, chiefly Greeks and Serbian refugees. This is the largest number of passengers to arrive on any one ship since the beginning of the war. Among the cabin passengers was Mrs. Garrett Droppers, wife of the United States Minister to Athens, who has come home to visit relatives.

CONSOLIDATED EXCHANGE.

Week Ended Aug. 5, 1916

Sales.		Open	High.	Low.	Last.
600	Alaska G. M.	17⅜	17⅜	16¾	16¾
110	Alaska Juneau	8	8	7⅞	7⅞
110	Allis-C. Mfg.	22	22	21⅞	21½
4,980	Am. Agr. Ch.	71⅛	71⅝	71	71⅛
1,210	Am. Beet Sug.	50¾	50⅝	49¾	50⅛
720	Am. Can	54⅝	56⅜	53⅞	54⅝
60	Am. Cotton Oil	52⅝	53¾	52⅝	53⅝
30	Am. Hide & L. pf.	10½	10½	10¼	10¼
380	Am. Ice Secur.	53½	54¼	53½	54¼
20	Am. Linseed	27½	27½	26⅞	27¼
40	Am. L'seed pf.	45½	45⅝	45½	45½
4,560	Am. Locomo.	68⅛	69⅝	68¼	68¾
25	Am. Malt. pf.	7¾	7¾	7¾	7¾
470	Am. S. & R.	92¼	94	92¼	92⅝
90	Am. Steel Fds.	53¾	53¾	50	50
55	Am. Tel. & T.	129½	129½	129½	129½
150	Am. Woolen	42⅛	43	42⅛	43
150	Am. Zinc	34¾	34¾	31½	31½
2,350	Anaconda Cop.	70¼	71⅜	69¾	70½
175	A., T. & S. F.	102½	102⅝	101¾	101⅞
2,150	Baldwin Loco.	70¼	72⅜	70¼	70⅝
142	Balt. & Ohio.	85½	85¾	84⅞	85⅛
1	B. & O. pf.	74	74	74	74
170	Batoplias Min.	1⅝	1⅝	1⅝	1⅝
100	Bet. Steel	84½	84½	83⅜	83⅜
330	Butte & Sup.	68⅜	68⅝	64⅞	65⅜
10	Cal. Petrol.	18¾	18¾	18¾	18¾
405	Canadian Pac.	177⅛	177⅛	174	174
20	Cent. Lea. Co.	54¾	54¾	54¼	54¼
20	Chesapeake & O.	59½	59½	59½	59½
515	C. M. & St. P.	93¾	95¾	94	94¾
1,000	C., R. I. & P.	17⅝	18¼	17⅛	18
110	Chile Copper	20	20	20	20
230	Chile Copper	48	48	47	47⅛
840	Col. F. & I.	43¾	44¼	42¾	43¾
390	Consol. Gas	134⅜	137¼	134⅝	137⅛
40	Corn Pro. Ref.	13⅜	13⅝	13⅛	13⅜
990	Cuba Cane S.	69	70	69¾	69¾
80	D. & R. G. pf.	53	53	52¾	54½
150	Distillers Sec.	33¾	33¾	33	33
50	Dome Mines	45	45	43¾	43½
920	Erie	25⅝	25⅝	25¼	25¼
220	Erie 1st pf.	34¾	35¼	34¾	34⅞
700	Goodrich	52	52	51½	51½
50	Gt. Nor. pf.	72½	72⅝	69¾	70¼
40	Gt. Nor. Ore	117⅝	117⅞	117⅜	117¼
45	Greene-Can.	34½	34½	34¼	34¼
40	Ill. Central	102¾	102¾	102¾	102¾
450	Insp. Copper	47¾	48⅜	47¾	47⅞
90	Interboro Con.	15⅞	16⅛	15¾	16⅛
30	Int. Con. pf.	74	74	74	74
1,485	Int. M. Marine	20¾	20¾	20¾	20¾
8,630	Int. M. M. pf.	88	88⅝	87¾	88⅛
450	Int. Nickel	44	44⅞	44	44⅞
100	Int. Paper	14⅛	14⅛	14¼	14¼
80	Kan. City So.	24⅞	25	24⅞	25
770	Kennecott	45⅜	47⅝	45⅜	47⅝
30	Lee Tire	42½	42½	42½	42½
170	Lehigh Valley	77⅛	77½	76¾	77½
3,850	Maxwell Mo.	82	82⅞	75¾	76¾
9,780	Mex. Pet.	98¼	99¾	94	96¾
70	Miami Cop.	34½	34½	33¾	33¾
20	Mo., K. & T.	4¼	4¼	4¼	4¼
180	Mo. Pacific	5⅞	5⅞	5⅝	5⅝
30	Mo. Pac. cfs.	6	6	6	6
40	Nat. E. & S.	22	22	22	22
110	New Con. Cop.	18¾	17	16¾	17
340	N. Y. Cen.	103¼	104⅛	103¼	103¾
260	N.Y.,N.H. & H.	59⅜	60⅛	57¾	57¾
60	Nor. Pacific	110⅜	110⅝	109⅝	110⅛
190	Ontario Min.	6¾	7⅛	6¾	7
70	Pacific Mail	19⅞	19⅞	19	19
40	Penn. R. R.	56	56	56	56
40	Railway S. S.	43¼	43¼	42¾	43¼
400	Ray Con. Cop.	22⅞	22⅞	22⅞	22⅞
9,620	Reading	97¾	97¾	97¼	97¼
100	Repub. I. & S.	47⅝	47⅝	47⅛	47⅛
270	Southern Pac.	98⅜	98⅝	97¾	98
140	Southern Ry.	23	23⅝	22⅞	23
800	Studebaker	127½	128⅝	121¾	123⅛
800	Tenn. Copper	25¼	25¼	23¾	24½
220	Texas Co	188½	189¼	188⅞	189⅝
500	Third Avenue	61¾	62⅛	59¾	60¼
142	Union Bag & P.	6⅝	6⅝	6⅝	6⅝
7,040	Union Pacific	141⅝	143⅝	141⅜	143⅛
1,190	United Fruit	156⅜	156⅜	153⅜	153½
40	United Rys. Inv.	10	10	10	10
150	U. S. Cast Iron Pipe & Fdry.	20¼	20½	19¼	19¼
7,250	U. S. Ind. Alco.	106¼	111	104¼	105⅝
13,880	U. S. Rubber	52⅜	54½	52⅜	54
10	U. S. Steel	86⅝	87¼	85⅞	86⅛
100	Utah Copper	117⅜	117⅝	117⅛	117⅜
40	Va.-Car. Chem.	39⅞	41⅜	70¼	77⅜
50	Wabash pf. A	50¼	50¼	39⅞	39⅞
160	Wabash pf. B	26½	26⅝	40¾	40¾
20	W. Union Tel.	92¾	92¾	26¼	26⅜
1,310	Westinghouse	59¾	59¾	92¾	92⅝
4,240	Willys-Overl'd.	58⅜	58⅝	56	56⅜
				50¾	52⅝

RECORD OF TRANSACTIONS.

New York Stock Exchange, week ended Aug. 5, 1916:

STOCKS, (SHARES.)

	1916.	1915.	*1913.
Monday	217,730	593,392	163,480
Tuesday	334,608	716,647	351,470
Wednesday	380,642	658,373	256,693
Thursday	347,025	912,348	260,715
Friday	211,607	775,798	275,936
Saturday	48,767	324,226	78,720
Total w'k	1,521,078	3,974,779	1,387,010
Year to date	95,493,162	80,581,247	52,512,887

BONDS, (PAR VALUE.)

Monday	$2,869,000	$2,422,500	$1,093,300
Tuesday	2,904,500	2,658,000	1,384,000
Wednesday	3,449,000	2,847,000	1,575,500
Thursday	2,270,000	3,361,500	1,773,000
Friday	3,549,000	3,208,500	1,305,000
Saturday	912,000	1,424,000	541,000
Total w'k	$16,544,000	$15,511,500	$7,950,000
Year to date	622,228,850	407,207,700	327,083,300

*Stock Exchange closed in 1914.

The transactions in detail compare as follows with the corresponding week last year:

STOCKS.

	Aug. 5,'16.	Aug. 7,'15.	Decrease.
R. R. & mis.	1,521,078	3,974,274	3,453,196
Banks	.....	5	5

BONDS, (PAR VALUE.)

R. R. & mis.	$10,178,500	$15,218,000	$5,029,500
Government	6,145,500	293,500	*6,065,500
State	28,000	32,000	24,000
City	179,500	158,500	*21,000
Total, all	$16,344,500	$15,511,500	$1,035,000

*Decrease.

PREPARE FOR WAR GAMES.

Aircraft Will Watch Submarines in This Week's Evolutions.

Special to The New York Times.

NEWPORT, R. I., Aug. 6.—The armored cruiser North Carolina, commanded by Captain Mark L. Bristol, will take part in the war games of the Atlantic Fleet which begin tomorrow. The North Carolina is called the aeronautic ship of the fleet, and has the equipment for launching fliers. The fliers will attempt to discover and destroy the submarines of the enemy.

For the first time since Admiral Henry T. Mayo has been Commander in Chief of the fleet, both submarines and aircraft will take part in the war games. Only one ship in the fleet here, the Pennsylvania, is equipped with aircraft guns.

The ships of the fleet will sail early tomorrow morning to engage in the war games until Friday afternoon. The submarines will sail from their base at New London tomorrow to join the fleet.

COURT CALENDARS.

NEW YORK COUNTY.

Supreme Court.

APPELLATE DIVISION—First Department—Recess.

APPELLATE TERM—First Department—Recess.

SPECIAL TERM—Part I.—Tierney, J.—At 10:30 A. M.—Litigated motions.

Fellows<Int Shoe S Co
Robert Lewis, Inc<W
J Rich Dev Co, (2,)
Howlett<Wise.
De Luca<Valencheri.
Russo<same.
Haxton<Sensitized Products Co.
Re Dickstein & Sons, (Hoffman.)
Altheimer<E C Riebe & Co.
CNY<Goldschmidt (2.)
Re Blumenthal, Uhren & Sherlif.
Greenfield<Adamson.
Plantern<Nat Nass Bk.
Smith<Levi.
Fischman<Schneider.
Fogarty<same.
O'Connell<same.
Moss<same.
Morell<same.
Molloy<same.
Zeltser<same.
Martin<same.
McMahon<same.
Litwin<same.
Leforte<same.
Klinker<same.
Karf<same.
Halprin<same.
Gunner<same.
Wrede<same.
Goldstein<same.
Williams<same.
Sloane<same.
Schwartz<same.
Schoborn<same.
Schneider, Jr.<same.
Schneider<same.
Permut<same.
O'Neill<same.
Brown<same.
Begley<same.
Sieracki<P & R C & I
Margolin<Gerstie.
Re Well, (Rosenfeld.)
Cirrito<J G White Eng. Corp.
Re Zucker, (Leight.)
Van Loan<Van Loan.
Baylis<Stranahan.
Garcia<Marquez.
Bayler<McBride.
Feldman<Regenbogen.
Huguenot Trust Co<Fenlon.
Skidmore Est<Galvin.
Re CNY, (Olmstead Acc.)
Pressure Light Co<Landers.
Shattuck<NY Edis Co.
Heller<Bernheimer.
Doyle<Baerlein.

PART II.—Finch, J.—Ex parte business at 10:30 A. M.

Re Green<Perricelli.

PART IV.—Adjourned until Oct. 2.

PART V.—Recess until Oct. 2.

PARTS II., I., VII., and VIII.—Adjourned for the term.

TRIAL TERMS—Part II.—Recess.

PARTS III., IV., V., VI., VII., VIII., IX., X., XI., XII., XIII., XIV., XV., XVI., XVII., and XVIII.—Adjourned for the term.

Surrogates' Court.

CHAMBERS—Cohalan, S.—At 10:30 A. M.

Wills for probate:
Beckie<Zinken.
Annie Kupferstein.

TRIAL TERM—Adjourned for the term.

City Court.

SPECIAL TERM—Part I.—McAvoy, J.—Litigated motions at 10 A. M.

Hazerian<Minassian.
Vogel<Salzman<Pasarow.
E T Cowan Co<French Feather Nov & H Co
Tombek<Goldstein.
Naughtin & Co<Watts
Same<Gunn.
Jaburg<Halle.
Turest<Dorfman.
Mann<NY Tel Co.
Rockfall Apt<Horowitz.
Ognibeni<NY Tel Co.
Fleckman<Quinn.
Zeiger<Weissberger.
Zimmerman<Richards.

PART II.—McAvoy, J.—Ex parte business at 10 A. M.

TRIAL TERM—Parts I., II., III., IV., V., VII., and VIII.—Adjourned for the term.

Referees Appointed.

SUPREME COURT—Finch, J.—Thompson<2d-4th St.Corp et al—Henry W Goddard.
SUPREME COURT—Clark, J.—780 Madison Av<Hanover Co—Louis J. Schwartz.

Receivers Appointed.

SUPREME COURT—Clark, J.—Wm E Mc-Reynolds et al<Queens Garage Corp—Chas H Levitt.
Herman Roth<Matthew A Kane—Chas F Boatwick.
Same<John W Warner—Emanuel Hertz.

BRONX COUNTY.

Supreme Court.

SPECIAL TERM (Chambers)—Mullan, J.—Ex parte business at 10 A. M.

SPECIAL TERM—Mullan, J.—Motion calendar to be called Tuesday, Aug. 8.

TRIAL TERM—Part I.—Mullan, J.—No day calendar.

Surrogate's Court.

CHAMBERS—Schulz, S.—Ex parte business.
Re guardianship of:
James P. Jenkins.
William J Judge.
Catherine Judge, Infants.

TRIAL TERM—Schulz, S.—No day calendar

County Court.

SPECIAL TERM (Chambers)—Gibbs, J.—Ex parte business.

SPECIAL TERM FOR MOTIONS—Jenkins, J.

Dorso<Wolff.

TRIAL TERM—Gibbs, J.—No day calendar.

Referee Appointed.

SUPREME COURT—Mullan, J.—Alexander<McClinchie—M Maldwin Fertig.

Receiver Appointed.

SUPREME COURT—Mullan, J.—James Rudinsky<Thomas D Malcolm Const Co—Bernard S Deutsch.

KINGS COUNTY.

Supreme Court.

APPELLATE DIVISION—Second Department—Recess.

APPELLATE TERM—Second Department—Recess.

SPECIAL TERM—Part I.—Crane, J.—Motions at 10 A. M.

Scheer<Scheer.
Johnson<Hewlett.
Re Weller (Metropolitan Roman Stone).
Gannon<Gannon.
Margolin<Gerstie.
N Y Utility Co<Williamsburg St Ldry.
Morris<Wallbridge.
Weisenberger<Bohm.
Re Cooper St.
Kopmann<Pines.
Re Norton (Springfield, L. I., Dem't'ys).
Leach<B H R R Co.
Levy<same.
Behren<same.
Reibel<same.
Minardi<Nass El RR.
Mundny<same.
Graeber<Taylor.
Henken<Ryan.
Depew<F J Ashfield & Sons.
Forbes<Ries.
Forbes<same.
Marsh<same.
Metropolitan By-Products Co.
Bennett<Russell.
Rosenswaite<Buchner (2).
Freund<Freund.
Coffey<Coffey.
Re Waterway League.
Greater N Y & L I.
Cape<Cape (2).
Johnson<Lott.

Same<Camp.
N Y Title & Mtg Co<Waverly Associates.
Miller<Seitz.
Rosenwasser<Rosenwasser.
Re Rayner & Weinstein, (Altman.)
Simpson<Simpson.
Wolf<Dibs Saba Rlty.
N Y Title Ins Co<Dibs Saba Realty Co.
John H Doscher<Doscher.
Hill<Hite.
Brown<Post.
Baldwin<Baldwin.
Fox<Simon.
Buckley<Rohlfs.
Germania Sav Bank<Townsend.
Baldwin<Rackow.
Mayer<Keller.
Dimmick<Turner.
Edwards<Edwards.
Re Sherman et al, (Prisge.)
Mayer<Keller.
Engelbrecht<La Forge.
Brooklyn Bk<La Securities Co.
Heilthaler<Heilthaler.
Borough Bk<Lister Realty Co.
Hencken<Whitfield.
Fitkale<Fitkale.
Watson<Watson.
Hausman<Keenan.

PART II.—Crane, J.—Ex parte business at 10 A. M.

SPECIAL TERM FOR TRIALS—Adjourned for the term.

TRIAL TERM—Adjourned for the term.

Surrogate's Court.

CHAMBERS—Ketcham, S.—Day calendar at 10 A. M.

Wills of:
Ellen A. Lonergan,
Anna Liebler.
Mary Killian,
Edward J. Cox,
Edward Genius
Accounting of:
Isaac Ketcham.
John S. Frost.
J. A. Werberlovsky.
Estates of:
George A. Bartlett,
Jules E. Collet.
Henrietta Bausch.

County Court.

CIVIL—No day calendar.

SHIPPING AND MAILS

Miniature Almanac for Today.

[By the U. S. Coast and Geodetic Survey.]

Sun rises..4:56|Sun sets..7:06|Moon sets..11:11

THE TIDES.

	High Water. A.M.	P.M.	Low Water. A.M.	P.M.
Sandy Hook	12:47	1:32	7:01	8:09
Governors Island	12:43	1:30	7:19	8:38
Hell Gate	2:49	3:36	9:00	10:19

Arrived—Sunday, Aug. 6.

SS Vasilefs Constantinos, Piraeus, July 21.
SS Re d'Italia, Genoa, July 22.
SS California, Bordeaux, July 20.
SS Harpagus, Marseilles, July 21.
SS Gamma, Kirkwall, July 19.
SS Tivives, Santiago, Aug. 2.
SS Monterey, Vera Cruz, July 28.
SS Pandango, Cardiff, July 20.
SS Emilia S. Perez, Baltimore, Aug. 3.
SS Balboa, Balboa, July 17.
SS El Dia, Galveston, July 31.
SS Lenape, Jacksonville, Aug. 3.
SS Acre, Bahia, July 15.
SS Tajama Maru, London, July 23.

Incoming Steamships.

DUE TODAY.

*Orduna	Liverpool	July 29
Strathtay	Bordeaux	July 15
Frederick Luckenbach	Gibraltar	July 22
Charilaos	Oran	July 17
Calrnhill	Havre	July 17
Veenbergen	Rotterdam	July 19
Morro Castle	Havana	Aug. 3
Iroquois	Turks Island	Aug. 1
Cadiz	Las Palmas	July 28
Lydie	Newport	July 24
Pastores	Port Limon	July 30
Coamo	San Juan	July 2
Doohra	Montevideo	July 9
Comus	New Orleans	Aug. 2
El Mundo	Galveston	Aug. 1

DUE TOMORROW.

*Oscar II	Christiansand	July 29
Strathalbyn	La Pallice	July 24
Belgier	La Pallice	July 23
Saratoga	Havana	Aug. 5
Alamo	Mobile	Aug. 5
Comanche	Jacksonville	Aug. 5
San Marcos	Galveston	Aug. 2
City of Columbus	Savannah	Aug. 5
El Mar	Galveston	Aug. 2

DUE WEDNESDAY.

*Chicago	Bordeaux	July 30
Cuthbert	Liverpool	July 28
John Blummer	Shields	July 24
Palacine	Havre	July 26
Alliance	Cristobal	Aug. 3
Clare	Porto Rico	Aug. 4
Port Antonio	Jamaica	Aug. 4
Munsomo	Matanzas	Aug. 4
El Sud	Galveston	Aug. 3

DUE THURSDAY.

Zacapa	Cristobal	Aug. 3
Maracaibo	San Juan	Aug. 5
Niagara	Havre	July 26
Yildum	Kirkwall	July 26
Andijk	Rotterdam	July 28
Montserrat	Havana	Aug. 5
Stephano	St. John's	Aug. 5
Proteus	New Orleans	Aug. 5

DUE FRIDAY.

*Philadelphia	Liverpool	Aug. 4
Buenos Aires	Pto Mexico	Aug. 4
Manchuria	London	Aug. 1
Concho	Galveston	Aug. 8
Mohawk	Jacksonville	Aug. 9
El Norte	Galveston	Aug. 5
City of St. Louis	Savannah	Aug. 8

DUE SATURDAY.

St. Louis	Liverpool	Aug. 5
*Lapland	Liverpool	Aug. 3
*Duca d'Aosta	Genoa	July 26
Klipatrick	Cristobal	Aug. 4
Calabria	Genoa	July 27
Sarnia	Plymouth	July 30
Purus	Victoria	July 25

*Carries mails. †Carries German mails.

Outgoing Steamships.

SAIL TODAY.

	Mails Close.	Vessels Sail.
Taormina, Naples	8:30 A.M.	12:00 M.
Ashanti, Liberia	12:30 P.M.	3:00 P.M.
Alicante, Cadiz	1:00 P.M.	3:00 P.M.
Ohioan, Buenos Aires	3:00 P.M.	10:00 A.M.
San Georgio, Naples		5:00 P.M.
City of Montgomery, Savannah		12:00 M.
		3:00 P.M.

SAIL TOMORROW.

Eastern Prince, Rio de Janeiro	12:00 M.	3:00 P.M.
Dakotan, Argentina	2:30 A.M.	6:00 A.M.
Messionier, Argentina	9:30 A.M.	12:00 M.
Patria, Naples		3:00 P.M.
Mongolia, London		12:00 M.
Frances, Pajara		12:00 M.
Lenape, Jacksonville		1:00 P.M.
El Rio, Galveston		12:00 M.

SAIL WEDNESDAY.

Verona, Naples	8:30 A.M.	12:00 M.
Caracas, San Juan	9:30 A.M.	1:00 P.M.
Almirante, Jamaica	9:00 A.M.	12:00 M.
Frances, Pajara	9:00 A.M.	12:00 M.
Yumuri, Tampico		12:00 M.
Santa Theresa, Havana		12:00 M.
San Jacinto, Galveston		12:00 M.
City of Columbus, Savannah		1:00 P.M.
Momus, New Orleans		3:00 P.M.
		12:00 M.

SAIL THURSDAY.

Noordam, Rotterdam	7:00 A.M.	11:00 A.M.
Advance, Colon	11:30 A.M.	3:00 P.M.
Monterey, Havana	9:00 A.M.	12:00 M.
Cedric, Liverpool	8:30 A.M.	12:00 M.
Ioannina, Piraeus	12:30 P.M.	4:00 P.M.
Mayaro, Trinidad	10:00 A.M.	12:00 M.
Prinz Willem I., Haiti	11:30 A.M.	3:00 P.M.
Comanche, Jacksonville		1:00 P.M.
El Occidente, Galveston		12:00 M.

SAIL FRIDAY.

Tivives, Santiago	9:00 A.M.	12:00 M.
Bayamo, Santiago		12:00 M.
El Dia, Galveston		12:00 M.

SAIL SATURDAY.

Orduna, Liverpool	1:30 P.M.	5:00 P.M.
Chicago, Bordeaux	12:00 M.	3:00 P.M.
Re d'Italia, Naples	8:30 A.M.	12:00 M.
Coamo, San Juan	9:00 A.M.	12:00 M.
Byron, Barbados	9:30 A.M.	12:00 M.
Pastores, Havana	10:00 A.M.	2:00 P.M.
American, Rio de Janeiro	12:00 M.	3:00 P.M.
Saratoga, Havana	8:00 A.M.	11:00 A.M.
Stephano, St. John's	6:30 A.M.	11:00 A.M.
Buenos Aires, Cadiz	10:00 A.M.	12:00 M.
Port Antonio, Jamaica	9:30 A.M.	12:00 M.
Hortensius, Argentina	10:00 A.M.	12:00 M.
Andania, London		12:00 M.
San Marcos, Galveston		1:00 P.M.
Comus, New Orleans		12:00 M.
Mohawk, Jacksonville		1:00 P.M.
El Valle, Galveston		12:00 M.
Alamo, Tampa		1:00 P.M.
City of St. Louis, Savannah		1:00 P.M.
Philadelphia, Liverpool	1:00 P.M.	4:00 P.M.

By Marconi Wireless.

SCOTLAND LIGHTSHIP, N. Y., AUG. 6.

SS Perfection, Tampico to New York, was 63 miles N. of Diamond Shoals at noon.
SS El Mundo, Galveston to New York, was 245 miles S. at noon.
SS Comus, New Orleans to New York, was 235 miles S. at noon.
SS El Sud, Galveston to New York, was 42 miles N. of Jupiter at 6 P. M.
SS Proteus, New Orleans to New York, was 156 miles N. W. of Tortugas at noon.
SS El Norte, Galveston to New York, was 292 miles E. of Galveston Bar at noon.
SS Concho, Galveston to New York, was 300 miles E. of Galve

WANT HOUSE TO VOTE ON BIGGER NAVY PLAN

Conferees Will Ask Instructions on Senate Proposal of 16 Ships in Three Years.

SEEK PERSONNEL VOTE ALSO

Fail to Agree on Number of Enlisted Men—Retirement Age May be Raised to 64 Years.

Special to The New York Times.

WASHINGTON, Aug. 6.—After making important modifications in the Senate provision covering navy personnel, the House conferees on the Naval Appropriation bill will go to the House early this week and ask for instructions regarding the building program. It was learned today that the Democratic members of the House Conference Committee were unwilling to accept the big building program of the Senate bill without giving the House an opportunity to vote on the proposal to construct sixteen capital ships in three years.

The Conference Committee is practically ready to report an agreement on all save three important provisions of the naval budget, namely, personnel legislation, the building program, and the appropriation of $1,000,000 for the Charleston Navy Yard, the pet project of the Chairman of the Senate Naval Committee. An agreement is in sight on personnel legislation excepting the provision regarding the number of enlisted men. On this point the House will be asked for instructions.

That there will be personnel legislation in the Naval Appropriation bill is now practically certain, although the prospects for such legislation were dark a few days ago. It is understood that the House conferees are willing to compromise on fundamental features of the personnel legislation on the following basis: The House conferees will agree to "promotion by selection" down to the grade of Lieutenant Commander, with promotion by seniority for the lower grades. The Senate amendment provided for promotion by selection for the grades of Captain and Rear Admiral only. In return for this concession, it is understood the House will expect the Senate to eliminate provisions of the personnel amendment that would make the navy "topheavy with Admirals." Conferees of the lower body are said to be willing to agree to legislation providing ultimately thirty Rear Admirals, but will not accept the Senate proposal that would mean approximately forty-five Rear Admirals.

The Senate amendment proposed a percentage arrangement whereby the number of flag officers would be 4 per cent. of the enlisted strength, and it is this amendment that the House construes as furnishing a surplus of officers of high rank.

Retirement at 64.

The conference committee is now considering a radical change regarding the retirement age for naval officers. It is tentatively planned that this age shall be fixed at 64 years, instead of 62 years as at present. This legislation, however, will include provision for age and grade retirement of "take out the hump," as naval circles express it, and make the flow of promotion regular.

In support of the proposition to increase the retirement age, it will be argued that officers of the army and marine corps now retire at sixty-two. It is not expected, of course, that this proposed change will be popular in naval circles.

The Senate is understood to be so insistent upon personnel legislation at this session, particularly the provisions relating to "promotion by selection," that the conferees of the upper body are reasonably certain to yield on the House modifications of the Senate language. By accepting the principle of "promotion by selection," about the advantage of which there is a disagreement among naval officers, the House conferees will occupy a strategic position and urge the acceptance of the rewritten personnel sections.

As passed by the Senate the Naval bill provides for an increase of the enlisted strength of the navy to 68,000 men, exclusive of apprentices. The House bill provided for approximately 63,000 men. The present authorized strength is 48,000, exclusive of apprentices.

Indications are that the House will accept the increased personnel amendment as sponsored by the Senate, although the conferees of the lower body prefer to get an expression from the House before agreeing to the 68,000 figure in conference. When asking for this vote, the House conferees will also sound out sentiment concerning the big building program carried in the Senate bill.

"Small Navy" Sentiment.

It became known today that, while the President and the Secretary of the Navy were in favor of the Senate building amendment, the House conferees preferred to accord to the House an opportunity to instruct them to accept it. Republican members of the House conference committee are ready now to take the Senate program, but the majority members desire to get instructions before making a final report on the Naval bill. It is believed that the conferees themselves would be glad to accede forthwith to the suggestion of the Administration, but, realizing the existence of "small navy" sentiment in the House, they would accord to the membership of the lower chamber the privilege of lining up for or against the Administration plan. By reporting a partial agreement to the House this week, the conferees will pave the way for a showdown on the building program, and at the same time give the Administration a chance to bring recalcitrant members of the House into line.

There are now only about 175 members of the House in this city. This number is less than a quorum, and if the fight over the naval budget assumes the proportions expected, a call will be sent out for absentees before the House instructs its conference committee on the Senate building program.

HOW TO CUT THE ICE BILL.

Commissioner Hartigan Says Buy Only by Weight.

In the crusade against fraudulent sales of ice, Commissioner Hartigan said yesterday that 1,000 inspections were made, resulting in 624 violations of city ordinances and eight criminal violations. The crusade, said Commissioner Hartigan, revealed that a great many ice dealers in the city, both basement and wagon merchants, were not complying with the law respecting the weighing of ice before delivery.

The Commissioner warns the public to insist upon their ice being weighed and to buy not "so much money's worth," but to buy by weight. In parts of the city where the poor live some dealers get as much as 75 cents a hundredweight for ice, or $15 a ton, at retail. This ice is bought by them at from $3 to $4 a ton. If the people in these districts, the Commissioner said, would buy by weight, and not by the money's worth or by the piece, they would soon so regulate the price through competition that the hundredweight would be sold at from 35 to 40 cents.

"The visible supply of ice for consumption in the City of New York is so enormous," the Commissioner said, "that it is safe to predict that there will be no material increase in the price of ice to the householders this Summer."

Delaware Charters.

Special to The New York Times.

DOVER, Del., Aug. 5.—Charters filed:

Hesletine Motor Corp., to acquire and take over the business of the Gadabout Motor Corp., a corporation existing under the laws of New York for the manufacture of all kinds of automobiles, supplies, &c., $10,000,000; Norman P. Coffin, Clement M. Egner, Harry T. Farrow, local Wilmington, Del., incorporators.

Carter, Macey & Co., Inc., to take over the business heretofore conducted by the firm of Carter, Macey & Co. of 142 Pearl Street, New York, $2,000,000. Incorporators same as above.

Hillside Lead and Zinc Mines Co., Inc., to do a general milling and mining business, $1,000,000; James J. Thornley, Frederick H. Stokes, George W. Gelling, all of Brooklyn.

BUSINESS WORLD

Buyers' Wants

50 Cents per agate line each insertion. Count six words agate to a line.

BROADCLOTHS.—Columbia, Botany, pay cash. Morris Hurewitz & Son, 39 W. 21st.

COATS.—Jobber placing orders on coats. H. W., 130 West 28th St., top floor.

COATS, SUITS.—Jobber will place orders. Room 804, 27-35 West 24th.

CONTRACTORS on ladies' dresses of charmeuse and crepe meteor. Call 9:30 to 11 A. M., Sixth Floor, 30 West 32d St.

CONTRACTORS on girls coats wanted; large orders. J 126 Times.

COTTON DRESSES wanted, 500 cotton dresses; must be good quality and low price. Address, (giving information and price per doz.,) the Scudder-Kee Co., Brockton, Mass.

CREPE DE CHINE.—Pearlman & Herbert, 38 West 26th, open to buy for cash 300 pieces four thread and 500 pieces georgette at price.

DRESSES.—Will look at Fall silk and serge dresses, also silk waists, Monday and Tuesday. Call with samples, 141 West 36th St., 15th floor.

FALL COATS, DRESSES, WAISTS, SKIRTS; better grade; jobs; cash. National Ladies Specialty Corporation, 8 Lispenard St. Franklin 4343.

GREY PIECE DYE LINING.—Will buy any quantity. I. & B. Sapiro Cloak Co., 45 West 20th St.

JEWELRY for chain department stores; 50c. line jobs preferred. J 145 Times.

LACES.—Open for 10,000 yards Venice edge. Joseph Rothbardt, 141 West 21st.

NECKWEAR.—Large job lots department stores, 50c. and $1 line. J 128 Times.

SERGES 7301.—Have you any surplus stock that you want to turn into cash? Phone Gram. 1233.

SERGES.—Will exchange navy botany 11433 for black. 'Phone 4360 Madison Square.

SUITS AND COATS.—Jobber placing large orders on smart suits and coats; all prices. 32 West 27th St., 10th floor.

SUITS AND DRESSES.—Jobber looking Fall suits and dresses all week. Excello, 127 West 17th.

SUITS.—Jobber looking all week; better grade. 51 West 24th St., 10th floor.

SUITS.—Jobber looking at Fall suits. Levitman & Fein, 33 West 34th St.

SUITS.—Jobber placing orders; call with samples all week, 9th floor, 145 West 28th.

SUITS.—Jobber placing orders all week; snappy styles. 11 East 31st, top floor.

SUITS.—Buyers—Open for suits; looking all week, 5th floor, 22 West 32d.

WAISTS.—The Bailey Co., Cleveland, Ohio; Mrs. Moscovics, ladies' suits; H. R. Tyroler, ladies' suits; Miss Vincent, waists. Will look at the above lines Monday morning from 9 o'clock on. Ben. F. Levis, resident buyer, 72 Madison Av.

WAISTS.—Contractor for silk, crepe de chine, georgette waists; bring samples. 16 West 32d St., 10th floor.

WEARING APPAREL.—Ladies' and children's. Cash for jobs. Jacobovitz, 10 Lispenard. Franklin 2950.

WOMEN'S WEARING APPAREL.—Highest prices paid for women's wearing apparel; quality and quantity no object. Gruber, 456 Broadway. Spring 388.

OFFERINGS TO BUYERS.

BROADCLOTHS.—Columbia, Botany's, Amoskeag poplins; reasonable. Md. Square 6777.

BROADCLOTHS.—Julliards, No. 118, at $1.42½; all colors. Address G 273 Times.

BRONZE.—Real bronze book ends, vases, lamps, etc. Griffoul, 225 Fifth Av. (304.)

COATS.—We have wonderful novelties in better grade coats; also plushes at popular prices; styles which will surprise you. I. Novick, 40 West 28th St.

COATS.—Silk jersey sport coats, all colors and sizes, very cheap. Goldberg & Rosenblatt, 137 West 25th St.

COATS, SUITS.—Fall line ready! smart styles; popular prices. Talbot Co., 114 West 27th.

COATS.—Job; ladies', misses', and children's coats and suits. Tishman, 37 East Broadway.

COATS.—Plush coats on hand; $10.50 up. Morris Jaffe, 40 West 25th St.

DRESSES, serge, at $3.75. Call between 8:30 and 9 o'clock. Younker Bros., 303 5th Av.

EMBROIDERIES.—Good assortment. 56,000 yards of imported and domestic to close out at a bargain. Goldwater Bros., 12-14 West 21st.

HOSIERY.—Ladies' boot silk hose, all colors; immediate delivery; price, $2.65. Hosiery Clearing House, Inc., 500 Broadway.

HOUSE DRESSES.—Quitting business. H. Ettelson Co., 119 W. 23d. Dispose large stock.

PLUSHES.—Immediate delivery. A. Berger, 27 West 24th. Farragut 9123.

RAINCOATS.—Job ladies' and children's raincoats; desirable styles. L. Felsenheld, Raincoat Specialist, 141 West 36th St.

SERGE.—25 pcs. black French serge, good quality, 53-54 inch, $1.02½, 6% off. J 111 Times.

SKIRTS.—1,000 serges, mixtures, black and white checks, also discarded samples at $1.25 net. H. B. Schwartz, 13-15 W. 20th St.

SKIRTS.—3,000 wash skirts to close out. Apply Bronner Mfg. Co., 16 West 32d St.

SPORT COATS, silk jersey, to close out. Daily Waist Co., 8 West 19th St.

SUITS AND COATS.—5,000 for immediate delivery. Suits, $6.75 up; silk plush coats, $8.25 up. Rothstein & Nelson, 129 West 29th. Madison Square 9186.

SUITS.—Specializing from $6.75 to $18.50. Bernstein & Co., 118 West 27th.

Help and Situations Wanted.

MAIL orders and new customers for reliable manufacturer; snappy, ready-to-wear, or staple article that can be sampled to retailers; commission basis. Specialist, Box G 238 Times Downtown.

SALESMAN.—Acquainted with millinery trade line, sell novelty furs, department stores; office trade; commission. S. A., 116 Times Downtown.

SKIRT DESIGNER and cutter seeks engagement; can manage factory. J 68 Times.

FOR UNIFORM TRAFFIC LAW.

Legislature May Enact Code Urged by Safety First Society.

A bill may be introduced early in the next session of the Legislature for a uniform traffic code throughout the State as a result of agitation started two years ago by the Safety First Society. It will embody standard regulations worked out by the Street Traffic Committee of the Safety First Federation of America and will resemble acts already in force in New Jersey and Ohio.

The midsummer meeting of the New York State Automobile Association at Thousand Island House, Alexandria Bay, last week unanimously indorsed the project of State-wide uniform regulation after Frederick H. Elliott, Secretary of the Safety First Society, had urged the matter.

A meeting of a joint committee of the Legislature, investigating the use of dazzling headlights and other highway matters, held coincident with the automobile men's convention, heard Secretary Elliott urge the adoption of the recommendation of the Safety First Federation of America, which provides:

That the headlights shall be so arranged that no portion of the beam of reflected light when measured 75 feet or more ahead of the lamps shall rise above 42 inches from the level surface on which the vehicle stands. Such headlights shall also give sufficient side illumination to indicate any person, vehicle or substantial object 10 feet to the side of said motor vehicle at a point 10 feet ahead of the lamps.

This regulation is now a law in Massachusetts.

The New York State Association of Police Chiefs, in session at Kingston, recently adopted a resolution recommending a uniform traffic code.

SYNTHETIC INDIGO CAN BE MADE HERE

With Other Staple Colors, It Offers American Producers Best Chance.

RAW MATERIALS PLENTIFUL

Our Benzene Output Exceeds Europe's, and We Have More Wood for Acetic Acid.

Indigo is foremost among the dyestuffs whose larger consumption will invite a continued American manufacture even after the return to normal conditions. For many reasons it will continue to be a native product. The high priced and fancy dyestuffs, such as are used in the silk trade, may, if the war promises to be much longer protracted, attract the manufacturer, according to Weekly Drug Markets, but these ventures are risky.

"The sudden cessation of hostilities," it continues, "will release new and cheaper sources, and as thrift and rigid economies have not been necessary in their wartime manufacture here, the foreign maker with his better organization and lower costs will be able, perhaps, soon to outsell the domestic maker.

"No such fear need assail the maker of staple dyestuffs used in enormous amount. To begin with, the wide demand for the common colors has attracted years ago many manufacturers into the field, and the resultant competition has induced serious attention to the problem of making the colors at once well and cheaply. Thus, the traditions of their manufacture involve the most exacting economies, the fullest production, the greatest saving of waste and best use of the by-products. Moreover, if in factory planning and conduct we as Americans can be said to have any special genius, it is in the vastness of production. We excel most in those industries where the output is greatest.

"The present tremendous yield in certain plants of products serving as raw materials for dyestuff manufacture demand that, where the consumption warrants it, their conversion to dyestuffs be conducted on the same large plan. The United States has imported as much as 8,000,000 pounds of indigo annually, only about 1½ per cent. of this being the natural indigo. The business, it will thus be seen, is well worth going after and holding when once obtained.

"The production of synthetic indigo dates from 1880, when Bayer made it from orthonitrocinnamic acid, but it remained for Heumann, in 1890, to perfect and bring to commercial success its synthesis from phenylglycine and its derivatives. The raw materials of the process are aniline and chloracetic acid. These, when heated together, form phenylglycine. This latter on fusing with caustic soda yields indoxyl, which only needs the action of the oxygen of the air to convert it to indigo. Better to yields are obtained when sodanide or certain carbides or nitrides are added to the caustic fusion. It will be seen that no products are necessary for indigo manufacture by this method that would force us to depend on a foreign supply. The benzene to produce the aniline we make in larger amounts than they do abroad. We have a better supply of wood for the acetic acid and can chlorinate it as cheaply here.

"A second process, which starts from cheaper raw material, but which is perhaps more difficult, is known as the phenylglycine-orthocarboxylic acid method. Here naphthalene instead of benzene is the primary material. The naphthalene is oxidized to phthalic acid by sulphuric acid and mercury, and is converted seriatim to phthalimide, anthranilic acid, phenylglycine-orthocarboxylic acid, indoxylic acid, indoxyl, and finally, as above described, the latter converted to indigo. The difficulties thus far in adapting this process to American manufacture are the low yields of phthalic acid obtained and the evolution of amounts of sulphur dioxide and sulphur trioxide during its manufacture very disproportionate to the naphthalene used, so that the economic production of this material is bound up with the conversion of these trioxides to sulphuric acid by the contact process. This, therefore, limits the use of the latter indigo method to those who control this process.

"A minor method uses diphenylthiourea as a primary product, but American chemists are not limited to these methods. Much has been done in investigating all of these, and in inventing newer ones more adapted to our own sources and outlets for by-products. A Michigan chemical company was one of the first to take up this question of domestic production, and is even better off than the German firms in the manufacture of the brominated indigo. A Southern firm is getting ready also for this market, and America bids fair to get and keep it.

"With the later vat dyes of the indigo type, fast to laundering, the problem is not so easy a one. Here we have few processes which, like Heumann's, have expired, for the dyestuffs of the helindone, ciba, alizarin-indigo, and thio-indigo type, as the various makers name them, are nearly all colors whose patents still hold, and American ingenuity and resourcefulness finds itself pitted against a severe competitor. However, it is not failing. Chemists throughout the country are working on vat colors, mostly derivatives of naphthalene, and it is likely, from their activity toward securing patents along these lines, that many substantially good colors of this type will be successfully made here soon."

CAPT. KREIBOHM IN WANT.

Skipper Who Saved Volturno Passengers Ousted by British.

Captain Paul H. Kreibohm, the American skipper who commanded the Kroonland when she rescued nearly 100 passengers from the Volturno burning at sea, is out of work and in want because the International Mercantile Marine, which loaded him with honors for bravery, later dismissed him from its service because he was of German descent. Thus marked as a pro-German, Captain Kreibohm has not been able to find a shipping company which wished to employ him.

In recognition of his twenty-two years of faithful service, Captain Kreibohm receives an allowance from the International Mercantile Marine Company, but has found it insufficient to support his family. Being forced, at the age of fifty-two years, to give up the career of a lifetime, Captain Kreibohm finds himself a fish out of water when he seeks to get a job. Work which he has sought to do since he lost his ship has been that of carrying tickets and nickels between the cashier's office and the different ticket offices in Luna Park, Coney Island. He has been forced to engage in several other equally unsuitable employments since losing command of the Kroonland in September, 1914.

It was only a few days before his command was taken away from him that Captain Kreibohm received from the British Government a silver tray bearing this inscription:

Presented by the British Government to Paul H. Kreibohm, master of the steamship Kroonland of New York, in acknowledgment of his humanity and kindness to the shipwrecked crew and passengers of the steamship Volturno of London, which was burned in the North Atlantic Ocean on Oct. 9, 1913.

On June 29 of this year Captain Kreibohm received the American Cross of Honour for bravery in speeding in response to the wireless call of the burning Volturno and rescuing the crew and passengers. King Albert of Belgium made him Knight of the Belgian Crown for the Volturno rescue.

The only reason that he was unacceptable to the British as a commander after the war began was the fact that his father was German. Captain Kreibohm was born in Hanover before it was incorporated in the German Empire, but was taken by his family to Antwerp when he was one year old. He has been an American citizen for twenty-four years. His wife is a Belgian, and both of his children were born in Antwerp. The Kroonland flew the American flag, but was under British control. Captain Kreibohm now lives with his family at 399 East 160th Street, the Bronx.

WEEK'S PRODUCE MARKETS.

CHICAGO.

	Sept. High.	Sept. Low.	Dec. High.	Dec. Low.
WHEAT.				
July 31	$1.22⅝	$1.19⅝	$1.25⅝	$1.22⅞
Aug. 1	1.24½	1.20¼	1.28½	1.23⅝
Aug. 2	1.23⅛	1.25¼	1.25	1.29⅛
Aug. 3	1.34⅛	1.29⅛	1.38⅛	1.33⅛
Aug. 4	1.34⅛	1.30⅜	1.38⅛	1.34⅝
Aug. 5	1.36	1.33½	1.39¼	1.36⅞
Week's range	1.36	1.19⅛	1.39¼	1.22⅞

	May. High.	May. Low.
WHEAT.		
Aug. 3	$1.43¾	$1.38⅞
Aug. 4	1.43¾	1.39⅜
Aug. 5	1.45	1.43¾
Week's range	1.45	1.38⅞

	Sept. High.	Sept. Low.	Dec. High.	Dec. Low.	May. High.	May. Low.
CORN.						
July 31	70¼	68	69⅞	..	..	..
Aug. 1	78½	78	67½	69⅝	..	..
Aug. 2	70⅜	78⅝	68⅜	67¾	..	..
Aug. 3	80⅝	70⅜	69¾	68	72⅜	71¼
Aug. 4	80⅝	70¾	69	68¾	72⅝	71½
Aug. 5	84	81⅛	80	74⅜	77⅛	72⅛
Week's range	84	78	71½	66¾	74⅜	71½

	Sept. High.	Sept. Low.	Dec. High.	Dec. Low.	May. High.	May. Low.
OATS.						
July 31	41¼	40⅝	43⅜	43	..	..
Aug. 1	41	40⅝	43¼	42⅜	..	..
Aug. 2	42¼	41	44⅝	43½	..	..
Aug. 3	43¾	42⅜	46⅜	45	48⅛	47⅜
Aug. 4	45⅝	42⅜	46½	45⅜	48¾	47⅜
Aug. 5	45¼	44	48	46⅜	51	49⅛
Week's range	45¼	40⅜	48	42¾	51	47⅜

Provisions.

	Sept. High.	Sept. Low.	Oct. High.	Oct. Low.
LARD.				
July 31	$12.67	$12.57	$12.67	$12.60
Aug. 1	12.70	12.62	12.72	12.65
Aug. 2	12.62	12.52	12.65	12.55
Aug. 3	12.75	12.55	12.77	12.62
Aug. 4	12.90	12.75	12.87	12.77
Aug. 5	12.95	12.90	12.97	12.90
Week's range	12.95	12.52	12.97	12.55

	Sept. High.	Sept. Low.	Oct. High.	Oct. Low.
RIBS.				
July 31	13.47	13.35	....	....
Aug. 1	13.50	13.42	....	....
Aug. 2	13.37	13.30	13.20	13.10
Aug. 3	13.50	13.32	13.22	13.07
Aug. 4	13.57	13.47	....	....
Aug. 5	13.70	13.60	13.42	13.37
Week's range	13.70	13.30	13.42	13.10

	Sept. High.	Sept. Low.
PORK.		
July 31	24.60	24.30
Aug. 1	24.67	24.55
Aug. 2	24.82	24.50
Aug. 3	24.77	24.50
Aug. 4	25.00	24.80
Aug. 5	25.25	24.92
Week's range	25.25	24.30

NEW YORK.

COTTON.

	Aug. High.	Aug. Low.	Oct. High.	Oct. Low.	Dec. High.	Dec. Low.
July 31	13.02	13.02	13.30	13.18	13.48	13.38
Aug. 1	13.22	12.95	13.45	13.10	13.65	13.28
Aug. 2	13.40	13.14	13.64	13.30	13.83	13.40
Aug. 3	13.70	13.51	13.98	13.65	14.23	13.86
Aug. 4	13.85	13.74	14.05	13.77	14.27	13.97
Aug. 5	13.70	13.65	14.04	13.79	14.24	14.00
Week's range	13.85	13.02	14.05	13.18	14.27	13.38

	Jan. High.	Jan. Low.	Mar. High.	Mar. Low.	May. High.	May. Low.
July 31	13.80	13.43	13.63	13.57	13.78	13.73
Aug. 1	13.67	13.84	13.79	13.47	13.63	13.65
Aug. 2	13.90	13.54	14.02	13.70	14.16	13.84
Aug. 3	14.20	13.94	14.40	14.08	14.50	14.22
Aug. 4	14.35	14.08	14.45	14.21	14.59	14.30
Aug. 5	14.34	14.07	14.40	14.24	14.58	14.37
Week's range	14.35	13.43	14.46	13.57	14.59	13.73

ARRIVAL OF BUYERS

Arriving Buyers may register in this column by telephoning 1000 Bryant.

ATLANTA—M. Rich & Bros. Co.; Miss Hardy, millinery; 148 West 23d, Cumberland.

ATLANTA—Davison, Paxton, Stokes Co.; L. F. Hardy, notions, toilet goods; 1,140 Broadway, Longacre.

BALTIMORE—Baltimore Bargain House; J. Foatley, house furn. goods; 354 4th Av.

BOSTON—Elliott Mfg. Co.; H. Abramson, silk, cotton goods; 5 W. 4th.

BUFFALO, N. Y.—Siegrist & Fraley; G. B. Smith, coats, suits, dresses; 470 4th Av.

CHICAGO—Boston Store; Charles Netcher, Vice President; A. Ellinger, merchandise manager; E. P. Nolan, dress goods, flannels, cloths; George Warhurst, men's furnishings, men's, women's, children's hosiery; John Capinsky, jewelry, leather goods; Walter Paton, toys, sporting goods, trunks; E. Kolacek, notions, short ware; B. J. Ryan, wash goods, domestics, blankets; E. Price, linings; Mr. Boesie, pictures, frames, baby carriages; K. Trilling, men's, boys' clothing; A. Shane, silk ribbons, handkerchiefs; Miss M. McGrath, ladies' hats, millinery supplies; Miss M. Kelly, muslin underwear, sweaters, infants' wear; Miss R. Steiner, merino underwear, bathing suits; Miss O'Conner, corsets; Miss R. Lambert, gloves; Miss E. Klimist, dress trimmings, umbrellas; Miss N. Nichol, fancy goods; Miss K. Leahy, laces, embroideries, veilings, neckwear; 44 East 23d.

CHICAGO—The Fair; G. F. Williams, jewelry, silverware, leather goods; S. J. Ruehl, drug sundries; D. W. Newton, stationery; 220 4th Av.

CHICAGO—Siegel Cooper & Co.; H. Goldwater, drugs, toilet articles; F. Koretz, millinery; Miss M. E. Noonan, waists; Mr. McCarthy, house furn. goods; Miss B. Freak, women's neckwear; Miss M. Gary, house dresses; F. C. Moffit, women's coats, suits; 15 E. 22d.

CHICAGO—Stone & Co.; M. Stone, ladies' neckwear, leather goods, fur trimmings; 31 Union Square.

CHICAGO.—Shoninger, Heinsheimer Co.; B. Shoninger, misses, children's cloaks, suits; 35 W. 31st.

CHICAGO—The Fair; C. Knoepfel, sporting goods, auto supplies, sweaters, bathing suits; 225 4th Av.

CHICAGO—Emporium World Millinery Co.; J. R. Anthony, millinery; 621 Broadway, Cumberland.

CHICAGO—Rothschild & Co.; A. C. Berwanger, women's apparel; 215 4th Av., Cumberland.

CHICAGO—Montgomery, Ward & Co.; W. C. Chattin, laces, novelties; 43 W. 23d.

CHICAGO—Meyer, Hess & Co.; S. S. Hess, men's furn. goods; McAlpin.

CHICAGO—The Fair; T. J. Madden, ribbons; 225 4th Av.

CHILE, S. A.—A. De Hond, women's dresses, blouses, robes, parasols, hosiery, religious pictures; Room 73, 5th Union Square.

CINCINNATI—McAlpin Co.; L. Liberman, misses', women's ready-to-wear; 23 E. 26th.

CINCINNATI—Alms & Doepke Co.; Miss Kiefer, waists; 350 B'way.

CLEVELAND—United Cloak & Suit Co.; H. A. Leidner, coats, suits, dresses, skirts; Aberdeen.

CLEVELAND—May Co.; M. J. Lindner, waists, basement; J. A. Swanson, women's, misses' silk dresses; 37 W. 26th.

CLEVELAND—Bailey Co.; Mrs. Moscovitz, suits; H. R. Tyroler, suits; Miss Vincent, waists; 72 Madison Av.

COLUMBUS, Ohio—C. C. Winans Co.; C. C. Winans, Miss Orwig, ready-to-wear; Collingwood.

DANVILLE, Va.—S. Mandle, women's ready-to-wear, millinery; 40 W. 33d.

DENVER, Col.—Denver Dry Co.; Miss A. M. Wilson, millinery; 30 E. 20th.

DENVER—Joslin D. G. Co.; E. H. Collins, juniors' apparel, knit goods; 23 E. 20th.

DES MOINES, Iowa—Younker Bros.; A. Younker, neckwear, ribbons, hdkfs., gloves, books, stationery; 303 6th Av.

DETROIT—Goldberg Bros.; S. Kaufman, millinery; Cumberland.

EASTON, Penn.—Ross Wholesale and Retail Millinery Co.; G. Gross, flowers, fancies; 621 B'way.

EVANSVILLE, Ind.—A. P. Lahr & Son; Wm. Walker, basement mdse.; 220 5th Av.

FRANKLIN, Penn.—E. Harris, cloaks, suits, waists, millinery, furs; 340 W. 144th.

GALVESTON, Texas—Garbade, Elband & Co.; Miss E. Schneider, coats, suits, waists, dresses; Miss Clairdorne, millinery; 1,170 Broadway.

HOLDREGE, Neb.—F. Johnson Co.; L. T. Johnson, ready-to-wear, dry goods; 22 West 21st.

INDEPENDENCE, Kan.—Halsey D. G. Co.; W. A. Halsey, dry goods; Great Northern.

INDIANAPOLIS, Ind.—H. P. Wasson & Co.; Miss N. Honan, Miss Shea, infants' wear, muslin underwear, corsets, dresses; Mrs. Hale, art embroideries; Miss G. Kelly, millinery; Miss Kantrowitz, suits; 1,140 B'way.

INDIANAPOLIS—Hibben, Hollweg Co.; C. Koss, linens; 320 Broadway, Somerset.

ITHACA, N. Y.—Rothschild Bros.; Miss R. Schmanse, notions; Collingwood.

KANSAS CITY, Mo.—Emery Bird, Thayer D. G. Co.; A. P. Ferguson, millinery; M. N. Kevan, carpets, rugs; Miss Drescher, coats; 25 Madison Av.

KANSAS CITY, Mo.—G. Bernheimer Bros. & Co.; L. J. Schiff, children's coats; 7 W. 22d.

LAREDO, Tex.—E. Cruz, jobs silks dresses, children's coats; 1,107 B'way, Room 410.

LITTLE ROCK, Ark.—J. D. Back & Brother; W. A. Marx, ladies' ready-to-wear; Prince George Hotel.

LITTLE ROCK—M. M. Cohn Co.; A. D. Cohn, furn. goods; 1,150 B'way.

LOGANSPORT, Ind.—Schmitt, Klopfer Co.; H. O. Schmitt, cloaks, suits, waists; 470 4th Av.

MILWAUKEE, Wis.—Dorsen D. G. Co.; Miss Fay, waists, dresses; 225 5th Av.

MILWAUKEE—Gelder Co.; M. Gelder, millinery; 621 B'way, Room 632.

MOBILE, Ala.—L. Hammel D. G. Co.; Miss Stiller, millinery; M. F. Strauss, linens, piece, cotton goods; 1,140 B'way.

MONTGOMERY, Ala.—Nachman & Meertief; A. Nachman, general mdse.; W. Marcus, dry goods; 1,140 Broadway.

MONTGOMERY—J. L. Cobbs Co.; Miss A. Morris, millinery; 1,170 B'way.

NEW ORLEANS, La.—Maison Blanche Co.; M. Zander, men's, boys' clothing, furnishing goods; 116 W. 32d.

NORWICH, N. Y.—The Fair Store; L. Setlowitz, men's, women's ready-to-wear; McAlpin.

PADUCAH, Ky.—E. Guthrie & Co; R. R. Guthrie, coats, suits, waists, dresses; 31 Union Square.

PHILADELPHIA—Ross Wholesale and Retail Millinery Co.; Harry Gross, women's hats, 621 B'way.

PHILADELPHIA—"Blauner's"; Miss Cohen, joba wash dresses; 15 E. 26th.

PITTSBURGH—Kaufmann, Baer Co.; E. A. O'Brien, notions, art needlework; 95 Madison Av.

PORTLAND, Ore.—Lipman, Wolfe & Co.; E. Miller, knit underwear, men's furn. goods; 1,123 Broadway.

ROME, N. Y.—Herr Fashion Shop; I. Herr, coats, suits, dresses, millinery, waists; Breslin.

SAN ANTONIO, Texas—Joske Bros.; D. L. Pincus, laces, handbags, notions, ribbons, jewelry; 148 W. 23d; Prince George.

ST. LOUIS, Mo.—Stix, Baer & Fuller D. G. Co.; D. G. Braham, mdse mgr.; T. Moffat, Mr. Lowe, men's furn. goods; I. Halpern, house furn. goods; K. Walker, toys; M. Langhausen, L. Linde, art embroideries; L. Rosenbaum, notions; 1,140 B'way.

ST. LOUIS, Mo.—Sonnenfeld Millinery Co.; M. Rosenthal, flowers, fancy feathers, fur trimmings; 364 5th Av.

ST. LOUIS—Famous & Barr Co.; J. D. Page, women's, misses' silk dresses; 37 W. 26th.

ST. PAUL—Golden Rule; Miss Renard, needle work; G. L. Young, millinery; Miss Doyle, ladies' gloves; Miss Goldbloom, ladies' pattern hats; A. S. Kurtz, ladies' Fall suits; J. Stolberg, jewelry, fancy leather goods; J. G. Willner, corsets, muslin underwear, infants' wear, children's coats, suits, sweaters; 1,261 B'way.

ST. PAUL, Minn.—Novelty Cloak & Suit Co.; L. Silverstein, coats, suits, skirts; Mrs. R. Silverstein, waists, dresses; Claridge.

STOCKTON, Cal.—M. Levy & Bro.; G. Levy, ready-to-wear, dry goods; 22 West 21st.

TEXARCANA, Ark.—O'Dwyer & Ahern Co.; R. J. O'Dwyer, domestics; 258 Church.

TOLEDO, Ohio—W. L. Milner & Co.; Miss R. M. Jenssen, millinery; J. C. McIlhaney, floor covering; Miss C. Loose, gloves; 116 W. 32d.

TRENTON, N. J.—Ross Wholesale and Retail Millinery Co.; Henry Gross, millinery; 621 B'way.

WASHINGTON, D. C.—Risik Bros.; A. M. Risik, cloaks, suits, dresses, waists; McAlpin.

WICHITA, Kan.—Wallenstein & Cohn D. G. Co.; M. Crueson, house furn. goods, china, toys; Chelsea.

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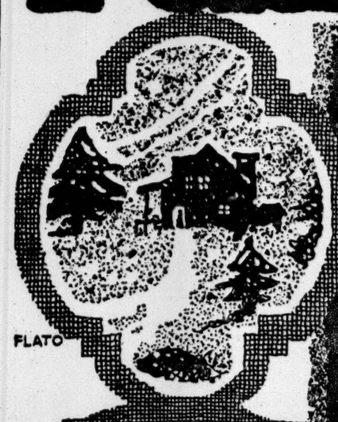

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THE FINANCIAL SITUATION IN AMERICA AND EUROPE

More proof was given last week of the prosperity which the railroads of the country have of late been enjoying as the week before striking evidence had been supplied of the activity and high profits in the industrial world. Prosperity this year is not an isolated phenomenon; it is well-nigh universal. But the stock market drags. That is because the stock market is suffering by reason of prosperity; not from the thing itself but from the problems which come with it, for prosperity has its problems as well as depression. It is, inclined, it is true, to exaggerate its problems and thereby to belittle itself, but some of the problems unquestionably are important. The market cannot if it would ignore them; it is just as well that it is not inclined to do so.

One result is to make the trading on the Stock Exchange very narrow and unimportant save as it reflects, negatively rather than positively, the net result of the varied and far-reaching forces which are operating in trade and industry, in agriculture and in banking and in every avenue of commercial endeavor. On one day last week prices on the Stock Exchange moved decidedly; on that day they went down. Taking the week as a whole prices in the aggregate did almost nothing. The average of fifty active issues showed a change of scarcely half a point. Trading would have to stop all together to insure a less fluctuation than that.

None of the restraining forces at work were new; to some of them greater definiteness was given by the news of the week. This was true, for instance, of the crop impairment, which was made a very positive factor in the stock market by the widespread reports of extensive rust damage to wheat. Even when allowance was made for the usual exaggeration in such reports it seemed established that the prospect for Spring wheat was much reduced. These reports had less effect than they might have been expected to have upon business sentiment, but the stock market could hardly have been expected to ignore them. It would not have been reasonable either to expect it to ignore the talk of a country-wide railroad strike, though the danger of that seems remote.

Right here is one of the places in which prosperity and problems come into being together. It is highly improbable that the railroad brotherhoods would now be demanding a radical increase in their wages, or demanding conditions of work which amount to that, if the railroads instead of showing the greatest earnings both gross and net in their history were suffering decreases and were lowering dividends instead of being in a position to increase dividends, though not many of them are doing that. More would be were it not for these same labor demands. Thus one circumstance reacts upon another, while the net effect of them all is to make security holders accept prosperity very calmly. If they did not, we might now be having an entirely different experience in the stock market. Under the conditions which now exist the determining factor between a bull market and a bearish one is largely a matter of point of view. Just now very few seem disposed to give prosperity the benefit of the doubt; there is, of course, the danger of adversity returning, and most people wish to be on the safe side. It is hard on those who would thrive better on a big speculation in the stock market, but it does not alter the intrinsic facts. Dividends eventually will be determined by earnings, not by the price at which a stock may be selling in the market, and eventually in one form or another the holders of American securities will gain the benefits accruing from the greatest period of prosperity the United States has ever known.

The rumors current last week that the Union Pacific would make another special distribution to its stockholders brings forward a case which illustrates perhaps as well as any the conflict of influences which are today shaping the views of security holders. The rumors had mostly to do with the possibility of another distribution of railroad stocks owned by the Union Pacific, but there appears to have been no purpose of that sort among the Directors of the road. What some of them have been considering is the declaration of an additional cash dividend. The earnings would allow it. Never before were they as great. The sum finally left available for dividends on the common stock for the year ended June 30 last was but a little under 16 per cent., or almost double the dividend paid. This was shown by the preliminary figures published last week, one of a number of railroad statements which emphasized the fact that prosperity has extended from the soil which produces wealth to the transportation lines which carry products to their destination.

It is not a question of the Union Pacific's ability to pay more to its stockholders. Whatever difference of opinion there may be among the Directors on the question of paying an additional dividend cannot arise on that score. It must have to do rather with other considerations. One of the most obvious of these is that it might be poor policy to increase dividends when an important wage demand lies in the balance. That is why an increase in the Union Pacific dividend, if it comes, is not likely to be paid until January. It is a case of postponing the fruits of prosperity, and the market is fearful that postponement in such matters may mean that they will not come about at all.

That, indeed, is the reservation with which present good times in business are almost universally regarded; they may not last long enough to establish dividends upon a higher plane, and upon that in large measure depends the net effect of prosperity upon the holders of corporation securities. But this is a doubt which is weaker now than it was a year or six months ago. The tide of prosperity has been running full for no short period already. At least another six months of it seems practically certain. After that—does it depend upon the duration of the war? This is what one of the foremost of the country's bankers had to say on this score last week:

"We are again getting a great many war orders, and meanwhile home demands are piling up. We will have another year of war, by which time possibly Germany will be defeated, if not conquered. The struggle will last that long, and possibly longer. When it is over, and not until it is over, are we likely to have all the time and opportunity we need to satisfy home demands which have grown enormously. I have ceased to worry about what will happen to American trade when the war is over."

And there is little reason to worry. The country has its problems to solve, but so far at least as domestic problems are concerned they are no greater, if as great, as some of the problems of the past which have been successfully surmounted, and in a way which has made the country greater and stronger than it ever was before. We have in mind particularly financial problems, but it might well be said of the whole range of problems with which a nation has to deal. The stock market may be dull and reactionary, but never was trade more active, and the signs of reaction are not yet at hand.

QUIET TONE IN LONDON.

Bank of England to Discontinue Gold Reports.

Special Cable to THE NEW YORK TIMES.

LONDON, Aug. 6.—In two years the sums raised for war and other purposes have reached approximately £2,650,000,000, and the country, confident in the ultimate issue of the conflict, still goes quietly about its task of finding whatever money is required.

The investment departments of the Stock Exchange are still the least attractive, and business diminishes steadily, while prices occasionally lose fractions, although realizations are quite small. The more speculative counters provide the largest percentage of transactions, but even they were much quieter last week than they have been recently.

There was some revival in Russian mining shares, reflecting military victories in the East, and slightly more attention was directed to the shares of the Far Eastern Rand. All railway markets were very idle and dull, and the stocks of British companies were little affected by further dividend announcements.

The Bank of England announced that it had decided not to continue the publication of foreign gold movements in order to withhold information from the enemy, but the position of gold stocks will still be shown in the weekly statement. This week's return indicates a further net loss of £1,500,000, and the discount market is inclined to act cautiously owing to the possibility of further unfavorable developments in the monetary situation. This resulted in an easy money market, with funds in excess of demand.

Chancellor McKenna announced that the Government has decided to grant a subsidy of £50,000 yearly to the British-Italian Corporation, equal to 5 per cent. of the capital. The object of the undertaking is the development of commercial relations between the British Empire and Italy. The Government's action in this matter is the first evidence of a change in economic policy in consequence of the war.

BOURSE DEALINGS ACTIVE.

French Bank and Suez Canal Shares Especially Strong.

Special Cable to THE NEW YORK TIMES.

PARIS, Aug. 6.—Following an easy July month-end settlement, the Bourse became active again, and the tone was firm. There were more buyers than sellers, but trade slackened somewhat at the end of the week.

Rentes were unchanged, while the war loan closed at 80.65 ex- the August coupon of 1 franc 25 centimes. The Russian group received renewed support in sympathy with the Petrograd market, but profit-taking followed.

The Spanish group advanced owing to a further rise in exchange, the peseta now standing at 20 per cent. premium, a new record. French bank and Suez Canal shares were particularly strong. American coppers were firm. Other copper shares have not followed the rise in the price of the metal. The demand for some of the war stocks continues. Those of the Hotchkiss Company gained 10 francs in two sessions. Exchange is firmer. To discourage speculative operations the Bank of France is giving sterling largely against justification at 28.12½, the official quotation, while 28.14 was paid in the open market, and bids at that rate yesterday were not accepted. Dollars closed at 5.93¾ paid.

It is announced that mobilized taxpayers will be allowed to delay the declaration of excess war profits until three months after the end of hostilities. The weekly return shows no increase in war finance.

FOREIGN EXCHANGE RATES.

LONDON.	High.	Low.	Last.
July 31	$4.75⅞	$4.75½	$4.75½
Aug. 1	4.75⅞	4.75½	4.75½
Aug. 2	4.75½	4.75½	4.75½
Aug. 3	4.75⅝	4.75⅜	4.75⅜
Aug. 4	4.75½	4.75⅜	4.75⅜
Aug. 5	4.75½	4.75⅛	4.75⅛

LONDON.	High.	Low.	Last.
July 31	$4.76½	$4.76½	$4.76½
Aug. 1	4.76⅝	4.76⅝	4.76⅝
Aug. 2	4.76⅞	4.76⅞	4.76⅞
Aug. 3	4.76⅞	4.76⅞	4.76⅞
Aug. 4	4.76⅞	4.76⅞	4.76⅞
Aug. 5	4.76⅞	4.76⅞	4.76⅞

Week's range— Demand. Cables.
High $4.75⅞ $4.76½
Low 4.75¾ 4.76⅛
Same week last year—
High 4.76¼ 4.76¾
Low 4.76 4.76¼
Year's range to date—
High 4.78 4.78⅞
Low 4.73⅞ 4.74½
Same period last year—
High 4.85¼ 4.85⅝
Low 4.75⅝ 4.76⅜

	Demand. High.	Low.	Last.	Cables. High.	Low.	Last.
July 31	5.90⅞	5.90⅞	5.90⅞	5.90⅝	5.90⅝	5.90⅝
Aug. 1	5.90⅞	5.90⅞	5.90⅞	5.90⅝	5.90⅝	5.90⅝
Aug. 2	5.90⅞	5.90⅞	5.90⅞	5.90⅝	5.90⅝	5.90⅝
Aug. 3	5.91	5.91⅛	5.91⅛	5.90⅝	5.90⅝	5.90⅝
Aug. 4	5.91⅛	5.91⅛	5.91⅛	5.90½	5.90⅝	5.90⅝
Aug. 5	5.91⅛	5.91⅛	5.91⅛	5.90½	5.90⅝	5.90½
Week's range—				Demand.		Cables.
High				5.90⅞		5.90⅝
Low				5.91⅛		5.90⅝

BERLIN.

	High.	Low.	Last.
July 31	71.87½	71.75	71.75
Aug. 1	71.81¼	71.81¼	71.81¼
Aug. 2	71.87½	71.81¼	71.81¼
Aug. 3	71.87½	71.87½	71.87½
Aug. 4	71.81¼	*71.81¼	71.81¼
Aug. 5	71.81¼	71.81¼	71.81¼

	High.	Low.	Last.
July 31	71.93⅝	71.81¼	71.81¼
Aug. 1	71.87½	71.87½	71.87½
Aug. 2	71.87⅛	71.87½	71.87⅛
Aug. 3	71.93⅝	71.93¾	71.93⅝
Aug. 4	71.87½	*71.87½	71.87½
Aug. 5	71.87⅛	71.87½	71.87⅛

*Less ⅛.

Week's range—	Demand.	Cables.
High	71.87½	71.93⅝
Low	71.75	71.81¼

	Switzerland. Dem.	Cab's.	Holland. Dem.	Cab's.	Italy. Dem.	Cab's.
July 31	5.29¼	5.28½	41.43¾	41.50	6.50	6.49¼
Aug. 1	5.29	5.28½	41.43¾	41.50	6.47	6.48¾
Aug. 2	5.29½	5.28⅝	41.37½	41.43¾	6.43½	6.42
Aug. 3	5.29½	5.28⅝	41.37½	41.43¾	6.44½	6.43¾
Aug. 4	5.29¼	5.28⅝	41.31¼	41.43¾	6.47	6.44¾
Aug. 5	5.29¼	5.28½	41.31¼	41.43¾	6.45¼	6.44½

*Less ⅛.

	Russia. Dem.	Cab's.	Austria. Dem.	Cab's.	Greece. Dem.	Cab's.
July 31	30.40	30.45	12.30	12.35	19.37	19.42
Aug. 1	30.35	30.50	12.30	12.35	19.37	19.42
Aug. 2	30.35	30.50	12.35	12.40	19.37	19.42
Aug. 3	30.40	30.45	12.35	12.40	19.37	19.42
Aug. 4	30.40	30.45	12.30	12.37	19.37	19.37
Aug. 5	30.40	30.45	12.30	12.35	19.43	19.48

BONDS ON STOCK EXCHANGE

WEEK ENDED, AUG. 5, 1916.

	Last Week.	Year to Date.
Total sales	$16,544,000	$623,238,450
Same period last year	15,511,500	467,201,700
	High. Low.	High. Low.
Average price 40 bonds	86.85 86.55	87.43 86.19
Same period a year ago	82.32 82.22	84.48 81.51

	High.	Low.	Last.	Sales.
ADAMS EXPRESS 4s	83	83	83	2
A. G. M. cv. 6s, Ser. A	98	98	98	12
A. G. M. cv. 6s, Ser. B	98	98	98	1
Alb. & Susq. 3½s	86	86	86	18
Am. Ag. Ch. cv. 5s	102⅝	102½	102⅝	7
Am. Ag. Ch. deb. 5s	96⅞	96⅝	96⅞	7
Am. Cotton Oil 5s	97⅛	97	97	7
Am. Hide & L. 6s	103⅞	103⅞	103⅞	14
Am. Ice Sec. 6s	87	87	87	12
Am. Smelt. Sec. 6s	107¾	107⅛	107⅝	17
Am. T. T. col. 4s	91⅛	91⅛	91⅛	41
Am. T. & T. cv. 4½s	108½	108⅜	108½	126½
Am. T. & T. cv. 4s	102	102	102	3
Am. Thread 4s	98⅛	98⅛	98⅛	8
Am. Tobacco Co. 6s	118⅜	118⅜	118⅜	1
Am. Writ. Paper 5s	80	70½	80	40
Armour & Co. 4½s	93⅝	93⅝	93½	24
A., T. & S. F. gen. 4s	92⅞	92½	92¾	68
A., T. & S. F. 4s	55.102⅝	102⅝	102⅝	13
A., T. & S. F. adj. 4s	83⅞	83⅞	83⅞	5
A., T. & S. F. adj. 4s, sta.	84⅛	83½	83½	33½
A., T. & S. F. C. & A. 4½s	96⅜	96⅜	96⅜	10
Atl. Coast L. 1st 4s	92½	92½	92½	27
A. G. L. gen. un. 4½s	80⅝	80¼	80¼	9
A. C. L., L. & N. col. 4s	84¼	84½	84¼	4
BALT. & O. p.l. 3½s	92⅞	92⅝	92⅝	61
B. & O. gold 4s	90⅜	90¼	90½	68½
B. & O. conv. 4½s	95¼	94¾	94¾	151
B. & O. S. W. 3½s	90¼	90	90	20
B. & O. ref. 5s	100½	100	100¼	148
B. & O., P. L. E. & W. Va. 4s	87	80½	87	12
B. & O., P. J. & M. Div. 3½s	91	91	91	1
Beth. Steel ref. 5s	100⅝	100½	100½	50
Beth. Steel ext. 5s	104⅛	104	104⅛	14
Braden Copper 6s	101	101	101	20
B. R. T. g. 5s	101	101	101	5
B. R. T. 5s, 1918	100⅛	100	100⅛	94
B'klyn Un. El. 5s	100⅝	100⅛	100⅜	19
B'klyn Un. El. 5s, st.	100⅜	100⅜	100⅜	3
B'klyn Un. Gas 5s	106¼	106¼	106¼	1
Bush Term. 4s	88⅛	88⅛	88⅛	3
Bush Term. 5s	87⅞	87½	87½	4
Bush Term. Bldgs. 5s	87¼	86⅞	87¼	2
CAL. GAS & EL. 5s	98⅜	98¼	98¼	28
Canada So. con. 5s	102¼	102½	102¼	5
Car., Clinch. & O. 5s	94½	94½	94½	1
Cent. Dist. Tel. 5s	103⅛	102⅞	103⅛	2
C. of Ga. con. 5s	100¼	100	100¼	10
Central Leather 5s	101⅜	101⅜	101⅜	50
C. of N. J. gen. 5s	116	116	116	24
C. I. R. & R. Ga. 5s	94	94	94	1
Cent. Pac. gtd. 4s	88⅛	87⅞	88	65
Cen. Pac. T. S. L. 4s	84⅛	84½	84½	2
C. Pac. gtd. 3½s	80¾	80¾	80¾	5
C. & O. conv. 5s	103⅛	93⅝	93⅝	170
C. & O. conv. 4½s	85⅛	85	85	82
C. & O. con. 5s	106½	105	105½	5
C. & O. gen. 4½s	89¾	89½	89¾	32
C. & O. fund 5s	95	95	95	2
Chi. & Alton 3½s	50	49	49	14
Chi. & Alton 3s	59¾	59¾	59¾	10
C., B. & Q. gen. 4s	93½	92⅝	93½	17
C., B. & Q. joint 4s	97⅝	97⅝	97⅝	132
C., B. & Q., Neb. ext. 4s	98⅝	98⅝	98⅝	1
C., B. & Q., Ill. Div. 4s	94⅞	94⅞	94⅞	2
C. & E. Ill. gen. 5s	86	86	86	15
C. & E. Ill. con. 6s	107½	107½	107½	1
C. & E. Ill. ref. 4s	22¾	22¾	22¾	2
Chi. & Erie 1st 5s	106	106	106	1
Chi. Gt. West. 4s	70	68	69	51
C., M. & St. P. gen. 4s	90¾	90	90	44
C., M. & St. P. 4s, 1925	93¾	93½	93⅜	18
C., M. & St. P. ref. 4½s	92	91½	91½	13
C., M. & St. P. gen. 4½s, sta.	101¼	101¼	101¼	6
C., M. & St. P. conv. 5s, Series B	107¼	106⅝	107¼	20
C., M. & St. P. 3½s, Series B	79	78¾	79	14
C., M. & St. P. cv. 4½s	100½	100½	100½	95
C., M. & St. P., C. P. & W. 5s	103	102½	103	28
C., M. & St. P., C. & Mo. R. 5s	104⅜	104⅜	104⅜	4
C., M. & St. P., Wis. & Minn. 5s	103⅜	103⅜	103⅜	5
C., M. & St. P., Wis. Valley 5s	107	107	107	1
C., M. & Pug. Sd. 4s	91⅞	91⅞	91⅞	5
C. & N. W. gen. 5s	112¼	112¼	112¼	1
C. & N. W. gen. 3½s	81¼	81¼	81¼	2
C. & N. W. gen. 4s	94½	94	94½	27
C. & N. W. 5s, '33	104	104	104	1
Chicago Rys. 5s	97¼	97	97	3
C., R. I. & P. gen. 4s	84	83¾	84	12
C., R. I. & P. ref. 4s	73	72	72¾	192
C., R. I. & P. deb. 5s	61¼	60¾	61	120
C., R. I. & P. col. 4s, Series P	97½	97½	97½	10
Chi. Un. Sta. 4½s	100	99¾	100	65
C. & W. Ind. gen. 5s	107	107	107	4
Chile Copper 7s	124	123	123⅞	33⅛
C., I., St. L. & C. 4s	92½	92½	92½	6
C., Lebanon & N. 4s	90¼	90¼	90¼	1
C., C., C. & St. L. Cin. Div. 4s	79½	79½	79½	4
C., C., C. & St. L. C., W. & M. 4s	77½	77½	77½	1
Cleve. Sh. L. 4½s	100½	100½	100½	2
Cl., L. & W. 1st 5s	107⅝	107⅝	107⅝	1
Col. F. & I. gen. 5s	95½	95½	95½	15
Col. Indus. 5s	76¼	76	76	6
Col. & Hock. V. 4s	88	88	88	2
Col. & Tol. 4s	87	87	87	1
Col. & South. 1st 4s	91¾	91¼	91¼	12
Col. & So. ref. 4½s	83	83	83	1
Consol. Gas cv. 6s	122¼	121½	121½	35
Cons. Gas Chi. 5s	100⅞	100⅝	100⅝	2
Corn Prod. ref. 5s	96	96	96	18
Cub.-Am. S. col. tr. 6s	101⅞	101⅞	101⅞	18
Cumb. Tel. 5s	100¼	100¼	100¼	11
DEL. & HUD. ref. 4s	98⅝	98¼	98¼	64
Del. & Hud. cv. 5s	105⅞	105	105	3
D. & R. G. ref. 5s	69	69	69	30
D. & R. G. con. 4½s	84½	84¼	84½	5
D. & R. G. con. 4s	78¾	78	78¾	61½
Det. Ed. col. tr. 5s	103½	103½	103½	1
Det. Edison ref. 5s	101¼	101¼	101¼	6
Det. & Mack. g. 4s	75	75	75	1
Det. United 4½s	80⅝	80½	80½	42
Dist. Securities 5s	74½	74	74	8
Dul. S. S. & At. 5s	93	93	93	2
Dul. & I. R. 1st 5s	101¾	101¼	101¾	3
Du Pont Powder 4½s	101	101	101	5
E. TENN. reorg. in. 5s	99⅞	99⅞	99⅞	10
Ed. El. Ill. B. cn. 4s	88	88	88	1
Erie 1st cons. 7s	109	109	109	4
Erie 1st cons. 4s	84	83½	83½	10
Erie gen. 4s	74⅛	73⅛	73⅜	31
Erie cv. 4s, Series B	71	71	71	22
Erie cv. 4s, Series D	84¼	84	84	15
Erie, Penn. col. 4s	89	89	89	1
G., H. & S. A., M. & P. 2d ext. 5s	99	99	99	5
Gen. Elec. deb. 5s	104	103½	104	36½
Gen. Electric 3½s	82¾	82¾	82¾	2
Gt. Nor. ref. 4½s	100⅜	100¼	100¼	22
Granby Con. 6s, sta.	103	103	103	1
Green Bay deb. B	12	12	12	1
HAVANA EL. 5s	92¾	92¾	92¾	7
Hocking Val. 4½s	90½	90½	90½	4
Hud. & Man. ref. 5s	71	70¼	70¼	53
Hud. & Man. adj. 5s	27¾	27¼	27¼	63
ILL. CENT. ref. 4s	89	88¾	88¾	39
Ill. Cent. 4s, 1952	88¾	88¼	88¾	10
Ill. Cent. 4s, 1953	85⅝	85⅝	85⅝	28½
Ill. Cent., C., St. L. & N. O. joint 5s	100⅝	100⅝	100⅝	1
Ill. Cent. O. Div. 3s	70	70	70	1
Illinois Steel 4½s	90¾	90	90¼	43
Indiana Steel 5s	101⅛	101¼	101⅛	28
Interborough R. T. 5s	98	97⅛	97⅞	139
Inter.-Met. 4½s	74½	73⅜	73¾	40
Int. Agri. col. tr. 5s	75	75	75	5
Int. Mer. Mar. 4½s	109¾	105¾	106¾	1,087
Int. M. M. 4½s, t. r.	107	105½	106¼	30
Int. Paper conv. 5s	92¾	91½	91½	30
Int. S. Pump 5s, t. r.	64	64	64	2
Iowa Central 1st 5s	87	87	87	1
Iowa Central ref. 4s	58	57½	57½	15
JAMES C. & F. 5s	91¼	91¼	91¼	2
KANA. & MICH. 2d 5s	98½	98½	98¾	1
K. C., Ft. S. & M. 4s	76	75½	75½	7
Kan. City South. 3s	68	67¾	67¾	13
Kan. City South. 5s	89¾	89¾	89¾	12
Kan. City Term. 4s	87½	87½	87½	9
K. & D. M. 1st 5s	64	64	64	3
Kings Co. E. L. & P., P. M. 6s	117	117	117	3
Kings Co. E. L. & P. 5s	104¾	104¾	104¾	3
Kings Co. Elev. 4s	83¾	83¾	83¾	2
Kings Co. El. 4s, sta.	83	83	83	2
LACK. STEEL 5s	99¾	99¾	99¾	18
Lack. Steel 5s, 1950	92½	91¾	91¾	8½
Laclede Gas 1st 5s	101¾	101½	101½	3
Laclede Gas ref 5s	102	102	102	3
Lake Erie & W. 1st 5s	98½	98½	98½	1
Lake Shore 3½s	84⅞	84⅝	84⅝	7
Lake Shore 4s, 1928	95¾	95½	95¾	25
Lake Shore 4s, 1931	94½	93¾	94	34
Leh. V. of Pa. con. 4s	91	91	91	6
Leh. Val. con. 4½s	99¾	99¾	99¾	5
Lex. & Eastern 5s	101⅜	101	101¼	14
Liggett & Myers 7s	125¼	124½	124½	7
Liggett & Myers 5s	101	100⅝	100⅝	36
Lorillard 7s	124½	124½	124½	2
Lorillard 5s	100⅞	100⅝	100⅝	5
Louis. & N. unif. 4s	94½	94	94	16
Louis. & N. col. tr. 5s	104½	104½	104½	5
Louis. & Nash. g. 5s	109¼	109¼	109¼	2
Louis. & Nash. g. 6s	112	112	112	10
L. & N. A. K. & C. 4s	80⅜	80⅜	80⅜	1
Lou., Cin. & L. 4½s	101¼	101¼	101¼	3
MANHAT. con. 4s	89¾	89¾	89¼	49
Man. con. 4s, tax ex.	90¼	89½	89⅞	45
Mex. Pet. Co. 6s	108½	108½	108½	5
Mex. P. cv. 6s, Ser. C	109	108⅝	108⅝	28
Mich. State Tel. 5s	100¼	100¼	100¼	2
Mil., St. P. & N. W. 4s	92⅞	92½	92⅞	3
M. & St. L. P. ex. 6s	103	103	103	10
Minn. & St. L. con. 5s	89	89	89	1
M. & St. L. ref. & ex. 5s	61	61	61	3
Minn. & St. L. 1st & refunding 4s	59¾	57⅞	59¾	18
Minn., St. P. & S. S. M. cons. 4s	92	91¼	91¼	6
Mo., K. & E. 1st 5s	83½	83½	83½	2
Mo., K. & T. 1st 4s	75⅛	74⅝	74⅝	7
Mo., K. & T. 2d 4s	46¾	46¼	46¼	13
M., K. & T. 1st & ref. 4s	62	62	62	10
M., K. & T., St. L. Div. 4s	87	87	87	10
Mo., K. & T. s.f. 4½s	43	42¼	42¼	6
Mo., K. & T. of T. 5s	67¾	67¼	67½	19
Mo., K. & Ok. 5s	66	66	66	3
Mo. P. 5s, '17 G. T. R. Sta.	94	94	94	13
Mo. Pac. 5s, '17, Col. T. R. sta.	98¾	94	98¼	22
Missouri Pac. 4s	48⅛	48¼	48⅛	5
Mo. Pac. 4s, tr. r.	49	48	48⅛	40
Mo. Pac. 4s, t. r., sta.	47	47	47	5
Mo. Pac. cv. 5s, t. r. sta.	46½	46¼	46¼	3
Montana Power 5s	97¾	97½	97¾	30½
NAT. RYS. of MEX. P. 1. 4½s	30	30	30	5
Nat. Rys. of Mex. gtd. 4s	35	35	35	5
Nat. Starch deb. 5s	85½	85½	85½	1
Nat. Tube 5s	101¼	101¼	101¼	7
N. Orl. Ry. & L. 4½s	83¾	83¾	83¾	1
N. Y. Air Br. Co. 6s	102¾	102	102	26
N. Y. Cent. ref. 4½s	93	92¾	92¾	31
N. Y. C. deb. 4s, '34	90⅝	90½	90½	70
N. Y. Cent. gen. 3½s	82¼	82	82¼	17
N. Y. C. ken. 3½s, reg.	81¾	81¾	81¾	1
N. Y. Cent. deb. 6s	112	111¾	111¾	249
N. Y. C., L. S. col. 3½s	75¾	75	75	3
N. Y. C., L. S. col. 3½s, r.	73¼	73¼	73¼	8
N. Y. C. c. 4s, Ser. A	82¾	82¼	82¼	34
N. Y. C. & H. R. 1st 4s	92½	91½	91½	16
N. Y. C. & St. L. deb. 4s	80	80	80	1
N. Y. Conn. R. R. 4½s	98¼	97½	97¼	28
N. Y. & E. 1st ext. 4s	96½	96½	96½	3
N. Y. G., E. L., H. & P. 5s	104½	104½	104½	10
N. L., L. & W. consol. 5s	102⅝	102⅝	102⅝	1
N. Y., N. H. & H. cv. 6s	70	70	70	4
N. Y., N. H. & H. cv. 6s	112¾	112	112¾	20
N. Y. & Putnam 4s	89	89	89	5
N. Y. & R. L. & W. 5s	100¾	100¾	100¾	9
N. Y. Rys. ref. 4s	74⅝	73½	74	18
N. Y. Rys. adj. 5s	58½	57½	57½	181
N. Y. Telephone 4½s	98	97¾	98	65
N. Y., W. & B. 4½s	74	74	74	3
Norf. & S. 1st ref. 5s, S. A.	80	80	80	1
Norf. & W. cons. 4s	93	92¼	92½	25
N. & W., Poca., C. & C. 4s	88½	88⅝	88⅝	3
Northern Pacific 4s	92	91⅝	91⅝	189½
Northern

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Ford Motor of Ca.
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NEW YORK STOCK EXCHANGE

WEEK ENDED, AUG. 5, 1916.

	Last Week.	Year to Date.
Total sales	$1,521,078	$95,493,162
Same period a year ago	3,974,779	80,561,247

	Last Week. High.	Last Week. Low.	Year to Date. High.	Year to Date. Low.
Average price 50 stocks	85.14	83.45	91.87	80.91
Same period a year ago	77.17	73.49	77.17	58.99

Range Year 1916 High.	Date.	Range Year 1916 Low.	Date.	COMPANY.	High.	Low.	Last.	Net Ch'ge.	Sales.
52⅜	July 7	52	June 29	ACME TEA	52	52	52	— ⅜	100
97⅛	June 29	96	July 31	Acme Tea 1st pf.	96	96	96	..	100
154½	Jan. 4	132¼	Mar. 14	Adams Express	137	137	137	— 2¼	300
21½	Apr. 29	5	Apr. 27	Adv. Rumely	15¼	15¼	15¼	..	200
43	Apr. 28	31⅞	July 28	Adv. Rumely pf.	..	..	31⅞	..	....
66	July 11	63	July 31	Ajax Rubber†	64	63	64	— 1	500
28½	Jan. 7	16	Aug. 5	Alaska Gold M.	17½	16	16½	— 1	5,500
10¾	June 17	7⅞	June 17	Alaska J. Gold M.†‡	8	8	8	..	1,300
33⅛	Mar. 14	19	July 19	Allis-Chalmers Mfg.	22	21½	21½	+ ¼	600
84½	May 16	70½	July 18	Allis-Chal. Mfg. pf.	74¾	74	74	+ ¼	700
73⅞	Aug. 4	63	Apr. 22	Am. Ag. Chemical	73⅞	69	73	+ 6	6,100
100⅝	Aug. 4	96	Mar. 23	Am. Ag. Chem. pf.	100⅝	99½	100	+ 1¾	600
41	July 21	39½	July 1	Am. Bank Note†	..	..	41	..	....
53	July 15	53	July 15	Am. Bank Note pf.†	..	..	53	..	....
96¼	July 6	61¾	Feb. 1	Am. Beet Sugar	89⅝	84½	86	— 2¾	29,650
102	June 22	93	Apr. 24	Am. Beet Sugar pf.	..	..	100	..	....
106	July 28	100	Apr. 11	Am. Brake S. & F.	103½	103½	103½	— 2½	100
198	July 31	165	Feb. 24	Am. B. S. & F. pf.	198	183½	196	+15	1,350
65⅝	Mar. 16	50¼	June 27	Am. Can	56½	54	54½	+ ¼	14,500
113⅞	Jan. 26	108⅛	July 17	Am. Can pf.	110½	110	110	+ ¾	510
78	Jan. 7	52	July 8	Am. Car & Fdy.	59¼	56⅛	57¼	+ ¼	12,400
119½	Mar. 11	115½	July 7	Am. Car & Fdy. pf.	..	..	117	..	....
..	....	..	....	Am. Cities pf.	..	..	46½	..	....
..	....	..	....	Am. Coal†	..	..	25	..	....
175⅞	Jan. 19	130	July 11	Am. Coal Products	142	141⅞	142	+ 3⅝	400
118	July 26	115	Jan. 20	Am. Coal Prod. pf.	..	..	118	..	....
57½	Jan. 17	50½	Apr. 22	Am. Cotton Oil	53¾	52⅝	52⅝	— ⅜	200
102	Mar. 15	98	Jan. 6	Am. Cotton Oil pf.	100	100	100	..	20
140½	Jan. 4	123	June 26	Am. Express	..	..	128¾	..	....
12	Jan. 3	8¾	June 3	Am. Hide & Leather	10⅞	10⅜	10⅞	+ ⅝	200
57	Jan. 18	45	Mar. 1	Am. Hide & L. pf.	54½	53¼	54¼	+ 1¼	3,200
31½	Feb. 19	25	Jan. 20	Am. Ice Securities	27⅜	26½	27	— ⅛	2,300
25⅛	Jan. 26	17¼	July 14	Am. Linseed	18½	18½	18½	..	300
53¾	Apr. 25	38¾	Mar. 7	Am. Linseed pf.	45½	45½	45½	+ 1	100
83⅜	Mar. 14	58	July 14	Am. Locomotive	69⅝	65½	68	+ 2⅛	41,250
104¾	Apr. 3	90½	July 13	Am. Locomotive pf.	101½	101	101½	+ ½	700
10	Apr. 7	5½	June 3	Am. Malt Corp'n	7¾	7	7¾	+ ¼	200
40	July 27	31⅜	Jan. 14	Am. Malt. Corp'n pf	40	40	40	+ ⅞	200
113⅜	Jan. 4	88½	Apr. 22	Am. Smelt. & Ref.	94	92¼	92½	— 1	5,500
114⅜	Feb. 3	109¼	Apr. 22	Am. Smelt & R. pf.	111½	110½	111	+ ¾	400
96⅛	June 14	91⅜	July 11	Am. Smelt. pf. A.	93	93	93	— ⅛	100
88	May 25	84½	July 13	Am. Smelt. pf. B.	84⅝	84⅝	84⅝	— 1⅜	100
143½	June 8	130	Mar. 23	Am. Snuff	..	..	142	..	....
110	Jan. 27	106	Feb. 28	Am. Snuff pf.	..	..	107	..	....
61¼	Jan. 4	44	Apr. 24	Am. Steel Foundries	53¼	50	50	— 2	2,100
119½	Jan. 8	103½	Apr. 22	Am. Sugar Refining	109½	108½	109	— 2	1,300
119	May 25	115¾	May 5	Am. Sugar Ref. pf.	..	..	118	..	....
68	Feb. 14	60⅜	July 5	Am. Tel. & Cable	62½	62½	62½	+ 2	100
131⅛	June 16	126¼	Feb. 1	Am. Tel. & Tel.	129½	129¼	129½	+ ¼	2,830
224⅜	July 24	188	Feb. 16	Am. Tobacco	229	217¾	221¾	— ¼	2,100
108½	Feb. 8	105¼	Apr. 24	Am. Tob. pf., new	108½	107	107	— 1	240
53¼	Mar. 14	42	Jan. 11	Am. Woolen	43	42	42½	— 1¼	1,200
102	Mar. 10	92	Jan. 10	Am. Woolen pf.	95¾	95	95	..	210
29½	July 24	11	Jan. 8	Am. Writing P. pf.	28	25½	25½	+ ½	80
97⅞	Apr. 10	29⅜	July 10	Am. Zinc, L. & Sm.	34½	31	31⅜	— 1⅝	9,50
71½	June 16	50½	July 11	Am. Z., L. & S. pf.	63¼	61¾	62	— ½	1,20
142⅞	Apr. 4	114⅞	Apr. 4	Anaconda Cop. M.	79⅜	78⅜	79¼	+ ¼	13,200
8	Jan. 4	3	Mar. 23	Assets Realization	..	..	5	..	....
77	Jan. 3	62	Jan. 31	Associated Oil	67½	67¼	67½	+ ½	311
108¼	Jan. 4	100¼	Apr. 22	Atch., Top. & S. F.	103	101⅞	102	— ½	14,600
102	Feb. 23	98⅜	July 6	Atch., T. & S. F. pf.	99	98⅞	99	..	1,310
117¼	June 13	106½	Apr. 19	Atl. Coast Line	111	111	111	— 1	100
66	July 20	56	July 12	Atl., Gulf & W. I.	65	62½	64	+ 1½	3,200
65½	July 20	61	July 12	Atl., G. & W. I. pf.	64½	64	64	+ 1	700
118⅝	Jan. 3	65⅜	July 14	BALD. LOCO. WKS	73⅛	69⅞	71⅜	+ 1⅞	18,050
119	May 24	104	June 20	Bald. Loco. Wks. pf.	105⅝	105	105⅝	— ⅛	500
96	Jan. 4	82⅞	Apr. 24	Balt. & Ohio	85⅝	84⅜	84⅜	— 1	7,900
80	Jan. 4	74	Aug. 2	Balt. & Ohio pf.	74½	74	74	— ¼	810
3⅝	Jan. 3	1⅝	June 27	Batopilas Mining†	1⅝	1⅝	1⅝	+ ⅛	800
550	Mar. 14	415	Jan. 11	Bethlehem Steel	435	430	430	— 9½	400
145	Jan. 6	126	July 21	Bethlehem Steel pf.	..	..	126	..	....
..	....	..	....	Booth Fisheries	..	..	80	..	....
..	....	..	....	Booth. Fish 1st pf.	..	..	80	..	....
88⅞	June 6	83½	Apr. 22	Brooklyn Rap Tr.	84¾	83⅞	83⅞	— ⅝	300
132	Jan. 14	126	Apr. 25	Brooklyn Union Gas	129	129	129	..	100
60¼	May 10	50¼	Jan. 19	Brown Shoe	..	..	56	..	....
102	May 11	95¾	Jan. 21	Brown Shoe pf.	98	98	98	..	100
14	Jan. 12	6	July 31	Bruns. T. & R.R.sec.	6	6	6	— ⅛	100
109	July 20	93	Feb. 3	Buff., Roch. & P.	100	100	100	— ¼	114
114⅞	Apr. 4	114⅞	Apr. 4	Buff., R. & P. pf.	..	..	114⅞	..	....
87	Jan. 3	66⅜	Aug. 3	Burns Bros	84¾	66⅜	66⅜	— ½	100
*100	Jan. 7	*104	Jan. 10	Burns Bros. pf.	..	..	100	..	....
121	Feb. 10	96	Jan. 6	Bush Terminal	..	..	107¾	..	....
31	Jan. 11	28	Apr. 7	Butterick Co.	..	..	28¾	..	....
105¼	Mar. 10	60½	July 11	Butte & Superior†‡	68⅝	64½	64⅜	— 2½	9,700
42¾	Jan. 3	15	June 27	CAL. PETROLEUM	19	17⅞	19	+ 1⅜	1,100
80⅜	Jan. 3	40	June 20	Cal. Petroleum pf.	45½	45	45½	..	400
58⅝	Jan. 18	58¼	Jan. 17	Canada Southern	58	58	58	..	5
18⅜	Jan. 4	16⅛	Mar. 1	Canadian Pacific	17¼	17¾	17⅝	— 1⅜	12,300
90	May 11	85	Feb. 24	Case (J. I.) Th. M.pf	86	85	85	— 3¼	200
57½	July 6	49	Apr. 22	Central Leather	54½	54	54½	+ 1¾	1,300
112½	June 28	103⅜	July 18	Central Leather pf.	112¼	112	112	— ½	300
295	July 17	290	Jan. 3	Central of N. J.	..	..	295	..	....
*141½	June 9	*134	July 13	Cent. of N. J.	138	138	138	..	13
131	June 5	88	Apr. 22	Chandler Motor	105	100	102	— 1⅝	6,40
102	Mar. 15	98	Jan. 6	Ches. & Ohio	100	100	100	— ⅝	1,95
67¼	June 8	58	Apr. 24	Chicago & Alton	..	..	60½	..	....
14½	Jan. 5	8	Feb. 23	Chicago & Alton pf.	..	..	20	..	....
20	Jan. 6	20	Jan. 6	Chicago & Alton pf.	..	..	20	..	....
15⅜	Jan. 3	11¾	Apr. 24	Chicago Great West.	12⅜	12⅜	12⅜	— ⅜	200
39¾	Jan. 4	33	Apr. 24	Chi. Great West. pf.	35	35	35	+ ⅛	200
102½	Jan. 3	91	Apr. 22	Chi. Mil. & St. Paul.	96	94¾	94¾	+ ¼	6,20
136⅜	Jan. 5	127½	Mar. 30	Chi., M. & St. P. pf.	129½	128	128	— ½	100
134⅜	Jan. 3	124⅜	Mar. 30	Chi. & Northwestern	129	126	126½	— ½	1,212
175	Jan. 11	168	June 19	Chi. & N. W. pf.	170	170	170	— 5	200
24½	June 21	15½	Apr. 22	Chi., R. I. & Pac.	19⅝	17½	17⅝	— 1⅜	20,400
123	May 15	116	July 13	Chi., St. P., M. & O.	..	..	117	..	....
136	Jan. 27	131¾	Apr. 12	Chi., St.P.,M.&O.pf.	..	..	133	..	....
25⅜	Jan. 5	19⅝	July 14	Chile Copper†	20¼	19⅞	19⅞	..	700
60	Feb. 19	46⅜	July 11	Chino Copper††	48	47	47⅜	— ⅛	2,000
53⅜	June 8	38	Apr. 22	C., C., C. & St. L.	50¼	49¾	49¾	— 3⅜	200
86	June 14	70	Feb. 24	C., C., C. & St. L. pf	80⅝	80	80	— ⅜	200
*79	May 10	*79	May 10	Cleveland & Pitts.	..	..	79¼	..	....
..	....	..	....	Cleve. & Pitts. spec.	..	..	*454½	..	....
*76	Jan. 17	68	Apr. 20	Cluett, Pea. & Co.	75	73	73	— 2	2,000
112	Jan. 24	108	June 15	Cluett, Pea. & Co. pf	110½	110½	110½	+ 1½	100
53	Jan. 4	38⅝	Apr. 22	Col. Fuel & Iron	44½	43	43	— ¾	300
56½	June 14	24¾	Apr. 24	Col. & Southern	30	30	30	— ½	200
60	June 9	46	Apr. 1	Col. & South. 1st pf.	56	56	56	— 2	....
57⅜	June 10	40	Mar. 13	Col. & South. 2d pf.	..	..	50	..	....
52⅜	Jan. 22	40⅝	July 24	Compt. T. Rec. Co.	42	42	42	+ 1⅜	100
116½	June 22	108¾	Mar. 3	Con.G.,E.L.&P., Bal.	..	..	136	+ 2	5,540
144⅜	Jan. 8	130½	Mar. 1	Consolidated Gas	137	133¼	136	..	....
42	July 13	27⅞	July 13	Cont. Int. Cal. Min.	..	..	*23	..	....
104½	May 25	75¼	Jan. 31	Continental Can	95¼	94	94	— 2½	600
112	May 11	106	Feb. 1	Continental Can pf.	107	107	107	— 1	100
58	Mar. 22	54	June 28	Continental Ins.	..	..	55	..	....
25¼	Jan. 25	13½	June 26	Corn Products Ref.	13⅜	13½	13⅜	— ⅛	700
101½	Jan. 14	85	June 26	Corn Prod. Ref. pf.	90	89	90	— ⅜	1,10
50	May 2	41	Feb. 19	Crex Carpet Co.	45	45	45	..	126
50	Feb. 3	43	Feb. 2	Cripple Creek Cent.	32	32	32	..	100
88	Jan. 31	74	Apr. 17	Cripple Cr. Cent. pf.	..	..	*34	..	....
99½	Mar. 16	52⅜	Jan. 12	Crucible Steel	70	66¾	67⅜	— ¾	35,100
119⅜	June 16	108¼	Jan. 11	Crucible Steel pf.	117½	116	116¾	+ ¼	600
245	Mar. 28	152	Jan. 5	Cuban-Am. Sugar	222	216	216	— 9	100
110	June 8	104	Feb. 1	Cuban-Am. Sug. pf.	108	108	108	..	100
63⅜	July 6	52¾	Aug. 3	Cuba Cane Sugar	59¾	52¼	55¼	— 3½	57,350
95⅜	July 6	93	July 14	Cuba Cane Sugar pf.	94⅞	93⅝	94¼	..	5,558
99⅛	June 8	95½	June 9	DAYTON P. & L. pf	..	..	95½	..	....
98⅛	Feb. 14	89	May 17	Deere & Co. pf.	..	..	90½	..	....
155⅜	May 23	149⅜	Apr. 20	Delaware & Hudson	..	..	149⅜	..	....
237	June 9	216	Mar. 18	Del., Lack. & West.	..	..	227	..	....
109¼	June 13	87⅜	Mar. 30	Denver & Rio Gr.	..	..	141½	..	....
37⅝	Jan. 3	15	Mar. 8	Den. & Rio Gr. pf.	34½	33¼	33¼	— ¾	1,20
140	Feb. 3	131	Mar. 8	Detroit Edison	138⅛	137¼	137¼	— 1⅜	510
..	....	..	....	Detroit & Mackinac.	..	..	*70	..	....
120	May 10	70	Jan. 7	Detroit United Rys.	118	118	118	+ 2	100
113	Aug. 3	104	Mar. 1	Diamond Match	112	113	113	+ 3	100
54½	Apr. 29	41	July 13	Distil. Sec. Corp'n.	44¾	43¾	43⅞	+ ⅛	3,80
29⅝	Feb. 8	23	Feb. 23	Dome Mines†	26	26	26	..	100
6¼	May 13	4½	Mar. 23	Dul., S. S. & Atl.	5¼	5¼	5¼	..	300
14	Jan. 5	10	Jan. 24	Dul., S. S. & Atl. pf.	10	10	10	— ⅛	200
*30	Jan. 18	*30	Jan. 18	Duluth Superior Tr.	..	..	*30	..	....
..	....	..	....	Du Pont Powder pf.	..	..	100	..	....
..	....	..	....	EASTMAN KODAK	..	..	*605	..	....
67¼	July 29	58	Apr. 24	Elec. Storage Bat.	66⅞	65	67⅛	— ⅜	300
42⅝	Jan. 3	32	Apr. 22	Erie	35⅝	34⅝	34⅝	— ⅜	10,900
53⅛	Jan. 3	48	Apr. 22	Erie 1st pf.	52⅜	51½	51½	..	1,300
54½	Jan. 3	41	Apr. 22	Erie 2d pf.	..	..	44	..	....
..	....	..	....	Erie & Pitts.†	..	..	*62½	..	....
55	Jan. 7	12⅝	July 13	FED. MIN. & SM.	..	..	12⅝	..	....
57½	Jan. 7	35½	Apr. 24	Fed. Min. & Sm. pf.	35½	35½	35½	— 1	100
350	Mar. 18	285	Mar. 1	GEN. CHEMICAL	315	300	315	..	40
116	Jan. 27	113½	July 5	Gen. Chemical pf.	113½	113¼	113½	..	10
178½	Jan. 17	159	Apr. 22	General Electric	169⅝	167¼	168¾	+ ¼	3,200
560	June 5	405	Apr. 24	General Motors	505	500	505	+ 5	900
120½	June 16	108	July 14	General Motors pf.	118	113½	115	— 1	3,600
69	Apr. 10	67¾	Jan. 31	Goodrich (B. F.)	73	69¼	70	— ⅝	12,900
116⅜	Mar. 16	110	Jan. 24	Goodrich (B. F.) pf.	114	113½	114	+ ½	200
90	Feb. 10	80	July 12	Granby Consol.	80½	80	80¼	+ ¼	100
127½	Jan. 4	116⅞	Aug. 1	Great Northern pf.	117⅝	116⅞	116⅞	— ½	8,000
50¾	Jan. 3	33⅜	June 26	G.N.ctfs.for ore prop.	35	35	35	..	340
53⅜	Mar. 9	34	June 26	Greene-Cananea	40⅞	40	40	..	800
98¾	June 2	71	May 4	Gulf States Steel	72¾	72¼	72¼	— 8¼	200
101½	June 1	87	May 4	Gulf States S. 1st pf.	91	91	91	..	100
90	June 1	72	May 5	Gulf States S. 2d pf.	80	80	80	— 3	100
96	Jan. 11	95	Jan. 5	HAV. EL. R., L.&P.	..	..	96	..	....
109	Jan. 3	100	Jan. 3	Hav.El.Ry.,L.&P.pf.	..	..	100	..	....
198¾	July 24	179⅜	July 18	Helme (G. W.) Co.	..	..	195	..	....
119	Mar. 8	119	Mar. 8	Helme (G. W.) Co.pf	..	..	119	..	....
..	....	..	....	Hocking Valley	..	..	112	..	....
132	Mar. 2	126½	Jan. 12	Homestake Mining	..	..	130½	..	....
109½	Jan. 3	99⅜	Apr. 17	ILLINOIS CENT.	103	102½	102¾	— ¼	2,138
300	Apr. 11	270	Apr. 17	Ingersoll-Rand	..	..	300	..	....
52	July 6	42⅝	Apr. 22	Insp. Con. Cop.††	48¾	47⅝	48¼	— ⅛	7,700
21½	Jan. 3	15⅝	July 29	Int.Con.Cor.v.t.c.,sh.	16½	15¾	16⅛	— ⅛	1,600
19	June 12	18¾	June 12	Interb. Con., new	..	..	19	..	....
77½	Jan. 3	71	Feb. 15	Int. Con Corp'n pf.	74	73¾	73¾	..	500
20½	Jan. 5	16⅞	Mar. 24	Int.-Met. v. t. cfs.	..	..	17	..	....
80¼	Jan. 24	80¼	Jan. 24	Int.-Met. of.	..	..	80¼	..	....
29⅞	June 13	12	July 13	Int. Agricultural	13	13	13	..	800
74	Jan. 5	38½	July 14	Int. Agricultural pf.	42	41	42	— 1⅜	1,000
119¾	June 7	108½	Jan. 7	Int. Harv., N. J.	113¾	113¼	113¼	— ¾	50
120	July 19	114	Feb. 29	Int. Harv., N. J., pf	118½	118½	118½	..	....
84¼	May 18	68⅛	Mar. 9	Int. Harv. Corp'n	..	..	78¾	..	....
109	June 14	104⅜	Apr. 28	Int. Harv. Corp'n pf.	108¾	108¾	108¾	— ½	100
29¼	May 1	13⅝	Feb. 15	Int. M. M. c. of dep.	26⅜	24⅜	26⅛	+ 1⅜	66,900
100⅜	June 5	61¼	Mar. 1	Int. M. M. pf.c.of dp	89½	85½	88½	+ 2¾	98,100
56¾	Jan. 17	42	Mar. 1	Int. Nickel v. t. cfs.†	44⅛	43⅞	44⅞	+ ⅝	13,400
111⅜	Feb. 23	105	Aug. 1	Int. Nickel pf.v.t.cfs	105¾	105	105¾	— 1⅝	200
15	July 25	9½	Mar. 1	Int. Paper	14½	14	14½	— ¼	2,000
66⅜	July 28	42½	Feb. 1	Int. Paper pf.	66¾	65½	66¾	+ 1¾	2,300
6	May 16	2	July 3	Iowa Central	..	..	2⅜	..	....
10	May 15	9	May 10	Iowa Central pf.	..	..	9	..	....
96	Apr. 4	67	Mar. 9	JEWEL TEA	84½	83	83	+ 1	800
113	Apr. 4	104	July 6	Jewel Tea pf.	..	..	109¾	..	....
73	June 16	60	Mar. 27	K. C., FT.S. & M. pf	..	..	69	..	....
32½	Jan. 4	23½	Apr. 24	Kan. City Southern	25	24½	24½	+ ⅛	500
64⅞	Jan. 3	58¼	Apr. 20	Kan. City South. pf.	59	58⅞	58⅞	— ⅛	400
100	June 20	80¾	Mar. 24	Kayser (J.) & Co.	..	..	98	..	....
117	June 9	111¼	Jan. 27	Kayser (J.) 1st pf.	..	..	117	..	....
76⅞	Mar. 20	66	July 18	Kelly Spring Tire†	71¾	70	70	— 1¼	700
97½	Mar. 14	95⅝	July 15	Kelly Spg. Tire pf.	96¼	96¼	96¼	+ ¼	100
59	Apr. 3	44½	Aug. 2	Kennecott Copper	45⅞	44½	45⅜	+ ⅜	28,650
5¼	May 31	3	Mar. 15	Keokuk & Des M.	..	..	5¼	..	....
29	Mar. 27	29	Mar. 27	Keokuk & D. M. pf.	..	..	29	..	....
130	Feb. 3	126¾	May 25	Kings Co. E. L. & P.	128	128	128	..	8
86	Jan. 6	64	May 5	LACK. STEEL CO.	71¼	69¾	70	— 1	2,000
107⅞	Feb. 9	103½	Mar. 29	Laclede Gas	105	105	105	..	100
22½	July 19	10	May 2	Lake Erie & West.	21	20	20	— ¾	500
45	June 21	32	Apr. 20	Lake Erie & W. pf.	..	..	43	..	....
56⅜	June 5	40¾	July 13	Lee Rubber Tire	44	42⅜	43	..	1,500
85	May 31	74½	Jan. 31	Lehigh Valley†	77½	76½	77¼	+ ⅛	3,745
272	July 24	240	Apr. 14	Liggett & Myers	265¾	264	265¾	— 6¼	200
122	Mar. 3	118	Mar. 30	Liggett & Myers pf.	122	122	122	+ 1	100
41½	June 12	20	Jan. 31	Long Island†	35½	33¼	33½	— 5	200
21	Jan. 18	15	Mar. 7	Loose-Wiles Biscuit	..	..	16	..	....
91½	Jan. 13	78	Mar. 16	Loose-W. Bis. 1st pf	..	..	82½	..	....
50½	June 27	50	Mar. 3	Loose-W. Bis. 2d pf.	..	..	80½	..	....
239	July 19	179¼	Jan. 19	Lorillard (P.) Co.	..	..	235	..	....
120⅛	Apr. 10	115½	Jan. 6	Lorillard (P.) Co. pf	..	..	118½	..	....
135½	June 13	121⅛	Mar. 1	Louis. & Nash.	127½	126½	126½	— 1¼	500
91	Feb. 10	78	Apr. 14	MACKAY COS.	81½	81½	81½	— ½	600
68¾	June 7	65½	Jan. 20	Mackay Cos. pf.	67⅝	67½	67½	— ⅛	600
1¼	May 10	1¼	May 10	Manhattan Beach	..	..	1¼	..	....
131⅜	Jan. 28	128	Apr. 28	Manhat. Elev. gtd.	128⅜	126⅝	128⅜	+ ⅝	100
67¼	May 24	55	Feb. 1	Manhattan Shirt Co.	65	65	65	..	100
118	May 16	109	Jan. 18	Manhat. Shirt Co. pf	..	..	118	..	....
88⅜	May 16	57⅞	Mar. 3	Maxwell Motors	82⅜	75⅛	77⅜	— 3⅜	72,650
93	Jan. 3	78	Apr. 22	Max. Motors 1st pf.	87⅜	85⅞	85¾	— 1⅜	1,200
67¾	June 6	42¼	Mar. 2

Stromburg Carburetor COMPANY

The phenomenal increase in the production of motor vehicles has in like measure increased the demand for carburetors. This company owns the entire capital stock of the Stromburg Motor Devices Company, whose business in the past five years has increased over 300%, and whose production and present orders for the year 1916 are at least 50% greater than the entire production for the year 1915.

Provided no further business is written during current year, profits of $5.00 per share will be earned on the entire capitalization of this company.

We consider this stock an exceptionally attractive investment at the present market, and confidently look for rapid appreciation in its market value.

Traded in on the N. Y. Curb.

Descriptive Circular on Request

Gwynne Bros.

25 Broad St., N. Y. Phone 3232 Broad

WILL OPPOSE TAXING SMALLER INCOMES

Fight in Caucus Expected on New Proposal of Senate Finance Committee.

FEAR IT WOULD LOSE VOTES

Compromise Reached on Munitions Tax on Copper Products Believed to be Largely at Expense of Steel.

WASHINGTON, Aug. 6.—Democrats of the Senate Finance Committee who voted yesterday to lower the income tax exemptions in the Revenue bill are anxiously waiting to hear from the country on the recommendations, which will be submitted to a party caucus some time this week for approval. Protests against it already have been heard within the party.

The amendment prevailed in the committee by a majority of one vote, and the minority Democrats propose to fight it in caucus. Its proponents will use as one argument a suggestion from President Wilson in his annual message to the Sixty-fourth Congress for a reduction in the exemption.

The President, in discussing the need for more revenue, said in his message that "by somewhat lowering the present limits of exemption and the figure at which the surtax shall begin to be imposed, and by increasing step by step throughout the present graduation the surtax itself, the income tax, as at present apportioned, would yield sums sufficient to balance the books of the Treasury at the end of the fiscal year 1917 without anywhere making the burden unreasonably or oppressively heavy."

The amendment would lower the exemption for persons with families from $4,000 to $3,000 and for single persons from $3,000 to $2,000. Democrats who oppose the reduction say the amount of revenue to be gained would not be sufficient to warrant risking popular disapproval that might be aroused. The Treasury Department has estimated that the new tax, which would be at the rate of 1 per cent., instead of the proposed normal tax of 2 per cent. on other incomes, would yield about $6,000,000. This, opponents of the plan insist, is too small an amount to consider, particularly because it might be seized upon as a political issue in the national campaign. What the caucus will do is problematical.

The Tax on Munitions.

Members of the sub-committee considering the munitions tax section of the Revenue bill were at work today on their report, which will be ready for the full Democratic membership of the committee within a few days. Protests against the proposed tax on copper products have resulted in a compromise, the exact nature of which has not been disclosed. It is known, however, that it is proposed to lower the copper excise rate prescribed in the House bill and to add to the munitions list excise taxes on products of lead, zinc, iron, and steel. Again the committee has the sanction of President Wilson in its action in so far as iron and steel are concerned. The President studied this subject thoroughly last Fall and in his message to Congress pointed out that a tax of 25 cents per ton on pig iron would yield in revenue $10,000,000, and a tax of 25 cents per ton on fabricated iron and steel probably $10,000,000.

Administration leaders regard the revenue problem now as quite the most important before Congress, and the Finance Committee hopes to complete its revision of the House bill so that it may be passed upon by the party caucus and be ready for Senate action within ten days. The House bill would provide for about $210,000,000 in revenue. The Finance Committee is working to present a bill that would yield $275,000,000 or more.

Time of Adjournment Doubtful.

When Congress will be ready to adjourn is giving the President and party leaders more concern right now than at any other time this Summer. With the campaign coming on and President Wilson's notification waiting on Congress, Administration leaders are being urged to hasten legislation as much as possible.

Democratic leaders think the work can be finished in the first week of September, but their confidence is not shared by the Republicans who intend to debate the shipping and revenue measures thoroughly. Senator Penrose when criticised by Senator Stone the other day for long absences from the Senate announced that he would be in the Chamber every day from now until next October."

Chase National Bank
National Park Bank
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27 Pine St., N. Y. Tel. John 6210

Chase Nat. Bank Stock & Rights

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2 Wall St. Tel. 4848 Rector

WANTED
100 Adirondack Elec. Com.
100 Central Iowa *old.* Stock
5,000 International Salt Con. 5's
5,000 Louisville & So. Indiana Tr. 5's

FOR SALE
100 N. Y. & Honduras & Rosario Mining
$47.87 Amer. British Mfg. Co. Script
10 Douglas Shoe Pfd.

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34 Pine St., N. Y. 53 State St., Boston.
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(FIRE)
German American Insurance Company
New York
STATEMENT JANUARY 1, 1916
CAPITAL
$2,000,000
RESERVE FOR ALL OTHER LIABILITIES
10,146,941
NET SURPLUS
10,217,685
ASSETS
22,364,626

Canadian Car & Foundry 6s, 1939
Cleve. Automatic Mach. 5s, 1917
Mex. Pet. of Del. Underlying Bds.
N. Orleans, Gt. Nor. R. R. 5s, '55
N. Orleans, Mob. & Chicago 5s
Philadelphia Co. Conv. 5s, 1922
Steel & Rad., Lt., of Can. 6s, '31
Sunday Creek Co. 5s, 1944

E. BUNGE & CO.
44 Broad St., New York
Telephones Broad 6951-2-3-4-5-6.

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C. C. Kerr & Co.
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Cripple Creek Cent. Ry. Com.
Elect. Prop. Corp. Com. & Pfd.
CHAS. H. JONES & CO.
20 Broad St. New York
Telephone 9140 Rector. Cable "Orientmont."

Western Pacific
New & Old Securities
Missouri Pacific 5s, 1917 & 1920
St. Louis & San Fran. Notes
St. Louis & San Fran. Stks. $5 Pd.
William C. Orton
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Cities Service
CLARENCE C. PERPALL & CO.
50 BROAD ST., N. Y. Tel. 2920 Broad

SAVINGS AND LOAN ASSOCIATIONS.

Save and Be Safe
Accounts of $10 or more opened on or before August 31 earn from September 1.
Dividend—July 1, 1916 - 4½%
Begin now or write for Booklet A.
The Franklin Society
FOR HOME BUILDING AND SAVINGS.
38 Park Row, New York City.

Quotation List of Outside Securities

THESE quotations are obtained from brokerage houses all over the country. The name of the bidder will be given upon request.

DIVIDEND and interest periods are indicated as follows: M—Monthly; B—Bi-Monthly; Q—Quarterly; S—Semi-Annual; A—Annual. *Sells dollars per share. †And interest. ‡Including extra dividend. ††Sells flat. §Special. xEx dividend.

STREET RAILWAY AND ELEC. COMPANIES.

SECURITIES.	Amount Outstanding.	Dividend. Per Ct.	Period	Date.	Quotation Aug. 5, 1916. Bid.	Asked.
Ad'k El.	$9,500,000	..	..	.....	23½	27
Do 6% pf.	2,500,000	..	..	.....	78	80
Alb. & S. 5s, '39	1,500,000	2½	Q	July 1, 16	144	148
A.G.& E. 6s, 1950	3,714,200	2½	S	M. & S.	90	95
Do pf. (8%).	2,762,400	1½	Q	Aug 1, 16	49	50½
Am. L.& Tr.	16,348,200	2½	Q	Aug 1, 16	49	50½
Do pf.	14,230,200	1½	Q	Aug 1, 16	368	371
Am. P. & L.	8,205,400	1	Q	Aug 1, 16	110	111
Do 6% cu. pf.	3,563,200	1½	Q	Aug 1, 16	69¾	70
Do 6s cu. '21	3,563,200	..	Q	July 1, 16	84½	86
Do 6s, '21	2,200,000	6	S	Jan, 1916	84	86
Am. Pub. Ut.	2,995,000	¾	Q	Feb	99¼	100½
Do pf.	3,914,000	1½	Q	Jan 1, 16	43	45
Am. W. Wks. & Elec. Co.	7,000,000	..	..	.....	74	76½
Do 1st pf.7% cum.	5,000,000	..	..	.....	8	8½
Do 6% pc. pf.	10,000,000	..	..	.....	55	60
Anac. & P.R. 5s, '49.	..	..	..	.....	18	20
Ariz. Power 1st 6s, '33.	2,517,000	2½	S	A. & O.	98½	100
Ashe. L. & P. 1st s.f.5s,'42	1,850,000	3	S	May 1, 15	83	90
Atl. Power & Lt. pf.	1,100,000	2½	S	A. & O.	95½	98
Au. & Syr.El. 1st & rf.5s,'42	1,000,000	1¾	Q	July, 1916	92½	95
Au.-Aik. Ry. & El. 5s, '35	1,460,000	2½	S	A. & O.	91	93
Au. Ry. & El. 1st 5s, '40.	3,307,000	2½	S	J. & D.	65	72
Bal. Co. Wat. & El. 5s, '46	951,000	2½	S	J. & D.	93	96
Bingham'n R. con. 5s, '31.	943,000	2½	S	M. & N.	93	95
Blr. R. L. & P. 5s, '54	1,200,000	2½	S	M. & N.	95	97½
Blr. Ry. & P. 6s, '37.	8,720,000	2½	S	A. & O.	88	90
B.C.C.1st5s,'32	4,384,000	3	S	M. & N.	95½	100¼
Buf. Gen. El. 1st 6s, '39.	2,974,000	..	..	.....	102	..
Buff. & Lock. 1st 5s, '35.	2,375,000	2½	S	J. & J.	101½	..
Buff. & Sus. I. 1st 5s, '32.	1,113,000	2½	S	J. & J.	100	100½
Buff. Ry. con.5s	.....	..	..	.....	104	106
Buf. & N.F.E. pf. 1st 5s,'35	.....	..	..	.....	102	..
Buf. & Lock. 1st 5s, '35.	750,000	2½	S	J. & J.	101	..
Buf. & Sus. I. 1st 5s, '32.	500,000	2	S	J. & J.	96	98
Do 5s, '32.	2,300,000	2½	S	J. & D.	96	98½
Cal. El. G. pf	1,500,000	1½	Q	M. & S.	93	95
Capital Tr. pf.	2,500,000	1½	Q	July 1, 16	92	95
Capital T. 1st 5s, '47.	12,000,000	1¼	Q	July 1, 16	83½	86½
C. Ill. Lt. 1st & ref. 5s, '43	6,000,000	2½	S	J. & D.	106	106¼
Cent'l Maine Pow. 1st 5s.	3,468,000	2½	S	A. & O.	96	97½
Chas. Con. R. G. & E.($50)	2,635,000	2½	S	M. & N.	96	98½
Do 5s, '99.	2,693,050	..	..	.....	45	50
City & Sub. 1st 5s, 1922.	1,739,000	2½	S	M. & S.	95	96
Cities Service Do pf.	3,000,000	2½	S	J. & D.	102½	102¾
C.L.H. & P.5s	17,218,380	13	..	July 1, 16	300	302
Cl.R.1st 5s,'31	31,168,426	½	M	Aug 1, 16	86	87
Colo. Power..	1,500,000	2½	S	M. & N.	100	101½
Do 7% pf.	6,485,000	2½	S	M. & S.	102	103
Do 5s, '53..	11,000,000	..	..	.....	103	..
Col. R. G. & E. 1st 5s, '36	425,000	1½	Q	Jun 15,16	25	26
C.R., G. & E. Do pf.	4,130,000	2½	S	M. & N.	94	96
Com. Pr., R. & L. pf.	2,783,000	2½	S	J. & J.	92	95
Do pf.	2,000,000	..	..	.....	50	..
Coni. Power 1st 5s, '24.	831,600	1½	Q	July 1, 16	80	90
C.G.,E.L.&P. (Balt.) 4½s	18,000,000	1	Q	Aug 1, 16	64	66
Conn. Ry. & Lt. 1st 4½s stpd., red.	16,000,000	1½	Q	Aug 1, 16	85	86
Do unstpd..	1,213,000	2½	S	J. & D.	101	103
C. T. of N. J.	13,360,000	2¼	S	J. & D.	87	88
Do 1st 5s, '33	10,082,000	2½	S	J. & J.	100½	101½
C. P. (Mich.) 1st rf. 5s, '36	1,889,000	2½	S	J. & J.	100½	101½
Dallas El. 1st 5s, '22.	15,000,000	3	S	July 15,16	71½	102½
E. P. & W.6s	14,026,000	2½	S	J. & J.	98	100
Ec.Lt. & P.1st mtg. 5s, '56.	3,381,000	2½	S	A. & O.	95	97
El. Bd. & Sh. pf	2,350,000	..	S	Mar 1, 18	96	98
El. B. & S. pf	1,883,000	2½	S	J. & D.	99	102
Eliz. & Tren. Do pf.	1,500,000	2½	S	J. & D.	86	88
Eliz. & Tren. 5s, 1932.	6,000,000	1½	Q	Aug 1, 16	100	103
Emp. District Elec. pf.	..	..	..	.....	24	..
Ev. El. Ry. 1st 4s, '21.	1,003,900	..	..	.....	92	..
Ev. G. & E.L. 1st 5s, '32.	1,200,000	2	S	M. & N.	89½	92
Ev. Sps. W. & E. 1st 6s 1932	1,220,000	2½	S	J. & D.	97	100
Fed. L. & T. Do pf.	328,000	3	S	J. & D	98	100
Ft. Worth P. & Lt. 1st 5s	4,750,000	..	..	.....	10	12
G. & E. Ber-gen Co.	2,500,000	1½	..	Sep 1, 14	11	13
Do 5s, '49..	2,700,000	2½	S	F. & A.	45	48
Ga. Ry. & El. 5s, '22.	1,436,000	2½	S	J. & D.	97	99
Frontier Tel. 5s, '22.	2,500,000	2½	S	J. & J.	102	103
G. G. & E.1st 5s, 1932.	1,693,000	2½	S	J. & J.	..	60
G. W'n Pow. 1st 5s, '46.	20,855,000	2½	S	J. & J.	78	82
Do deb. 6s.	4,500,000	3	S	M. & S.	80½	90¼
Harwood El. 5s, '39.	1,000,000	2½	S	J. & J.	97½	99½
Hoboken Ferry 5s, 1946	4,100,000	2½	S	M. & N.	101	..
Houston El. 5s, 1925.	2,089,000	2½	S	F. & A.	99	100
Int. R. of B. B.D.Div. 6s,'31	5,000,000	2½	S	F. & A.	102	..
B. & L. Div. 1st 5s	500,000	2½	S	J. & J.	96	98
B. & N. F. D. 1st 5s.	750,000	2½	S	J. & D.	101	..
Int. Trac. 4s, Ctf. rcts.	16,305,000	2	S	J. & J.	64	65½
Jack. & Bat. Cr. Tr. 1st ref. 5s, '23.	1,200,000	2½	S	J. & J.	98	99
J.C. H. & P. 4s, '49.	14,061,000	2	S	M. & N.	76½	77½
Jointr & Pit. Ry 5s, '30.	1,750,000	2½	S	M. & S.	94	97
K. C. R. & L. Do pf.	9,543,080	1¼	..	Mar 1, 15	28	33
Do 5s, '44.	9,407,500	..	..	.....	58	63
Do 2d 5s, '44	.....	..	..	.....	95	96½
Do 2d 6s, '44	.....	..	..	.....	80	84½
K. C. Lt. & P. 5s, '44.	.....	..	..	.....	94½	96½
Do 2d 6s, '44	.....	..	..	.....	94½	96½
Knoxv. T. 5s	825,000	2½	S	A. & O.	102	104
K. C. Home Tel. 5s, '23.	.....	..	..	.....	91	93
L. R. Ry. & L. 1st 5s, '33	1,920,000	2½	S	A. & O.	101½	..
Lock. & Olc. Ry. 5s, '20.	800,000	2½	S	J. & J.	96½	..
L. A. G. & E. 5s, '30.	4,587,000	2½	S	M. & S.	97	99
Met. Ry. (D. C.) 5s, '25.	1,850,000	2½	S	F. & A.	104	..
Mich. Lt. 1st & ref. 5s, '57	1,125,000	2½	S	M. & S.	98	99½
Mich. Tr. 1st & ref. 5s, '21	356,000	2½	S	J. & J.	102	104
Do ext. 1st & ref. 5s..	321,000	2½	S	J. & D.	94½	97
Mid. W. Util. 6s, 1927.	3,575,000	3	S	A. & O.	97½	99
Mobile Elect. 5s, 1946	1,805,000	2½	S	M. & S.	90	92
Musk. Gas & E. pf.	852,000	1¾	Q	May 15,16	85	90
Do 1st & ref. 5s, '26.	1,043,500	2½	S	J. & D.	95	98
N. Y. & Hob. Ferry 5s, '46	3,300,000	2½	S	J. & D.	99¼	100
Nashv. R. & Lt. pf.	2,500,000	1½	Q	July 1, 16	73	76
Do con.5s, '53	4,054,000	2½	S	J. & J.	99½	102
Do ref.5s,'58	3,310,000	2½	S	J. & J.	85	88
Newark Pas. Ry. 5s, '30.	6,000,000	2½	S	J. & J.	104½	105½
N. Jersey Ry 1st 4s, '48.	15,000,000	2	S	M. & N.	78½	79½
N.J.& H.RR. & F. 4s, '50	.....	..	..	.....	82⅞	83

STREET RAILWAY AND ELEC. COMPANIES.

SECURITIES.	Amount Outstanding.	Dividend. Per Ct.	Period	Date.	Quotation Aug. 5, 1916. Bid.	Asked.
N.as. Fls. P. 5s, 1932.	10,000,000	1¼	Q	July, 1916	101⅛	102½
Do rf. 5s, '52	8,226,000	3	S	A. & O.	105	106½
No. Hud. Co. Ry. 5s, '24.	1,201,000	2½	S	M. & N.	99½	..
Do 5s, '28.	2,998,000	2½	S	J. & J.	91½	..
Nor. & Ports. Trac. 5s, '36	6,132,000	2½	S	J. & D.	85	87
Norf. Ry. & Lt. 5s, '49.	2,771,000	2½	S	M. & N.	96	97
N. O. L. & P. 6s, '31.	4,550,000	3	S	J. & J.	83	86
N. O. L. & P. Do pf.	4,585,000	3	S	M. & S.	96⅛	98
N. Y. & Queens Co. 5s, '41	2,400,000	2½	S	J. & J.	99	99½
N. Y. Power & Pub. Ut. 1st 5s, '30.	20,000,000	3	S	Jul 15, 16	60	65
Do pf.	5,975,000	..	..	.....	55	60
Do 1st ref. 5s	8,886,700	1¾	Q	Jul 15, 16	96	97½
N.T.Tr. 5s, '33	2,500,000	2½	S	A. & O.	96	96½
N.Y. & Hob. F. 5s, '46.	.....	..	..	.....	100	101½
N. Y. West'r LGht 4s, 2303	10,000,000	2	S	J. & J.	99¼	100
Okl. Ry. 5s, '41	2,835,000	2½	S	J. & J.	80	81
O. & C. B. St. Ry 1st cn. 5s, '28	9,619,000	2½	S	J. & J.	95	98
O. & C.B.R.& B. 1st 5s,'28	1,889,000	2½	S	J. & J.	91	93
Ont. Power.	10,000,000	2½	S	J. & J.	95	98
O.E. Ry.5s, '23	2,000,000	2½	S	J. & J.	91	94
Ozark P. & W.	1,500,000	1¼	S	M. & N.	46	..
Pac. G. & E. Do pf.	32,996,800	..	Q	Jul 15, 15	45½	47
Paterson Ry. 5s, '44.	10,000,000	1½	Q	May 15,16	38	38¾
Penn. W. & P. 5s, '40.	.....	..	..	.....	88½	89
Peoria G. & E. 1st 5s, '23.	.....	..	..	.....	102	103
Pontiac Light 5s, '27.	8,505,000	2½	S	J. & J.	91	91¾
Port.(Ore.) R. 1st mg.5s,'30	2,500,000	2½	S	J. & J	100	101
Pot. Elec. P. 5s, 1929	209,000	2½	S	J. & J.	98	100
Pot. Elec. P. 5s, '36	8,523,000	2½	S	M. & N.	89	92
P.G.El.5s,'35	1,700,000	2½	S	J & D.	103	106½
Pub. S. ctfs. of N. J.	5,029,000	2½	S	J. & J.	101¼	101⅞
Rep. R. & L. Do pf.	7,923,000	2½	S	J. & J.	100	101¼
Riverside Tr.	20,047,770	3	S	M. & N.	104⅜	..
Do pf.	6,206,000	..	..	.....	99¾	..
Riverside Tr. 5s, '60	5,191,400	1½	Q	Jul 15, 16	50	51½
Roch. R. & L. 5s, '54, tax ex. N. Y.	1,118,000	2½	S	J. & D.	92	..
Roch. R. & P. Rut. R. L. & P. 1st 5s,'46	9,401,000	2½	S	J. & J.	101½	101⅝
St.J.(Mo.) R. L. & P. 1st cn.5s,'37	650,000	2½	S	M. & N.	96	98
Sgn. Val. Tr. 5s, '20.	2,000,000	2½	S	M. & S.	70	80
Salt L. & Og. 1st 5s, '34.	5,000,000	2½	S	M. & N.	96	..
S. Diego Con. G. & E. db. 6s, '22.	715,000	2½	S	F. & A.	95	98
S. Diego Con. G. & E. 1st 5s, '39.	1,350,000	2½	S	J. & D.	97½	100
Scioto Val. Tr. 1st 5s, '23.	356,000	3	S	J. & D.	97½	100
Scran.E.5s,'37	1,583,000	2½	S	M. & S.	96½	99
Scrn. Ry($50)	4,437,000	2½	S	J. & J.	99	99½
Do pf. ($50)	2,000,200	..	..	.....	98½	98¾
Scranton El. 1st 5s, '32.	1,500,000	1½	S	J. & J.	60	70
Seattle Elec. con. 5s, '29.	1,070,000	2½	S	J. & J.	98	100
Seattle L't'ng 5s, '49.	6,388,000	2½	S	F. & A.	96	97½
Sierra & S.F. ctfs. 5s, '13.	4,325,500	2½	S	A. & O.	93	95½
Sierra & S.F. Pr.1st 5s,'49	3,140,000	2½	S	A. & O.	85	95
So. Cal. Ed. Do pf.	6,500,000	2½	S	F. & A.	88½	92
Do gen.5s,'39	10,400,000	1¾	Q	May 15,16	91½	93
S.W.P.& L.pf	4,000,000	1½	Q	Jul 15, 16	106	106¼
Somerset, Un. &Midd.	13,300,000	2½	S	Jun 1, 16	97½	100
S.J.G.E.& T. Do 5s	1,940,000	1¾	Q	.....	70	72
So. Pwr.5s,'30	.....	..	..	.....	126	120
Splitdorf El. (Newark)	5,000,000	2½	S	M. & S.	99	99¾
Spfd. (O.) L. H.& P.5s,'29	719,000	2½	S	F. & A.	100½	101½
Do gen. & ref. 5s, '33	481,000	2½	S	A. & O.	75	..
Stan.G. & E. ($50)	9,343,150	..	..	.....	90	..
Sup. W. L. & P. 1st 4s,'31	11,784,950	1	Q	Jun 15,16	92	92
Do 5s, '29	1,800,000	2	S	M. & N.	15	15½
Sup.W.L.& P. Do pf.	200,000	2½	S	M. & S.	40	40½
Syra. L. & P. col. tr.5s,'54	500,000	1	Q	.....	82	86
Syra. Lt. 1st mtg. 5s, '51.	6,913,490	1½	Q	July 1, 16	80	80
Tampa El.1st 5s, '33.	2,500,000	2½	S	J. & J.	85	87½
Tenn. R., L. & P. Do pf.	837,000	2½	S	J. & D.	100	102
Tex. Tr. 1st 5s, '37.	18,000,000	1½	..	Jun 1, 14	10	11
U. E. L. & P. (Bal.)4½s,'29	10,250,000	2½	S	J. & J.	47	49
Un. Elec. (N. J.) 4s, '49.	2,166,000	2½	S	J. & J.	90	93
U. N. J. R.R. & C. 4s, '49.	4,428,000	2½	S	M. & N.	93	94½
U. L. & Rys. Do 1st & ref.	18,617,500	2	S	J. & D.	82¾	83⅜
Un. R. & El. (Balt.)	6,809,568	..	..	.....	99¾	..
Do 4s, 1949.	9,481,400	1½	Q	July 1, 16	50	51½
Do Inc 4s,'49	26,134,000	2	S	.....	74½	75½
Un. V. 6s, '43	13,976,000	2	S	M. & S.	26½	27
Do 7% pf.	800,000	3	S	J. & D.	82¼	83
Utica & M.V. Ry 4½s, '41	1,000,000	1¾	Q	.....	61¼	61½
Wash.R.& E. Do pf.	2,268,000	2½	S	M. & S.	95	97
Do 1st 5s,'46	6,500,000	1¾	Q	Jun 1, 16	90	100
Do cn. 4s,'51	8,500,000	1¾	Q	Jun 1, 16	80	85
Wash. G. Lt. Wash., B. & Ann. 5s, '41	11,643,000	2	S	J. & J.	81	82
Wash. G. Lt. Gen. 5s	5,079,000	2½	S	M. & S.	82½	82½
Western Pwr.	14,670,000	..	..	.....	82	86
Do 6% cm.pf.	7,040,000	..	..	.....	106	107¼
W.St.G. & E. Do pf.	3,503,000	..	..	.....	19½	20
Wheeling Tr. 1st cn.5s,'31	2,125,000	1¾	Q	Jul 15, 16	70	70½
Wis. Ed'n Co	2,500,000	2½	S	J. & J.	35	40
	215,000 sh	1.75	S	Jun 1, 16	95	97

†Also 2½% in common stock. ‡In conv. 5% debentures.

BANKS.

Am. Exc. N.	$5,000,000	5	S	May 1, 16	220	..
Butch. & Dr. (Nat.) ($25).	300,000	3	S	July 1, 16	100	115
Chase Nat'l..	5,000,000	5	Q	July 1, 16	670	680
Chem. Nat..	3,500,000	2½	Q	July 1, 16	230	235
Chelsea Ex..	400,000	3	S	Jun 30,16	120	123
Chemic. Nat..	3,000,000	2½	S	July 1, 16	398	401
Cit's C. Nat..	2,550,000	2	Q	July 1, 16	175	180
City (Nat'l)..	25,000,000	2	Q	May 1, 16	435	440
Cit & I. Nat..	1,000,000	2	Q	July 1, 16	..	202
Com. Nat..	25,000,000	2	Q	July 1, 16	170	173
Corn Exch...	3,500,000	4	Q	Aug 1, 16	320	..
First Nat..	10,000,000	7	Q	July 1, 16	1005	..
Ger.-Am.($75)	750,000	3	S	Aug 1, 16	130	140
Germania..	200,000	10	S	May 1, 16	400	450
Hanover Nat..	3,000,000	6	Q	July 1, 16	642	645
Irving Nat..	4,000,000	2	S	July 1, 16	185	190
Mank'n ($50)..	2,050,000	8	Q	July 1, 16	300	305
Mech. & Met..	6,000,000	3	S	May 10,16	270	271
Mer.Nat.($50)	1,000,000	4	Q	July 1, 16	185	191
Metropolis..	500,000	20	S	July 1, 16	200	..
N. Y. County (N.B.A.)..	2,000,000	8	S	J. & J.	380	390
Public..	750,000	1¾	Q	July 1, 16	380	..
Park Nat..	5,000,000	4	Q	Jul 15, 16	213	..
Second Nat..	1,000,000	3	Q	July 1, 16	455	460
Sherman Nat..	200,000	..	..	.....	395	425
State..	1,500,000	3	S	.....	125	135
Un. Ex. Nat..	1,000,000	4	S	July 1, 16	110	120
West Side..	200,000	6	S	Jun 30,16	140	142

*Incl. 1% extra. †Also a special dividend of 100%.

STREET RAILWAY AND ELEC. COMPANIES.

SECURITIES.	Amount Outstanding.	Dividend. Per Ct.	Period	Date.	Quotation Aug. 5, 1916. Bid.	Asked.
Astor Trust..	$1,250,000	4	Q	Aug 1, 16	440	445
Bankers' Tr..	10,000,000	5	Q	July 1, 16	458	465
Brooklyn..	1,500,000	5	Q	July 1, 16	530	..
Central..	3,000,000	20	Q	July 1, 16	748	755
Columbia..	2,000,000	5	Q	Jun. 1916	570	575
Empire..	1,500,000	2	Q	Mar. 1916	203	205
Equitable Tr..	3,000,000	6	Q	Jun 30,16	400	405
Farm. Loan & Tr. ($25)..	1,000,000	12½	Q	Aug 1, 16	1500	..
Fidelity..	1,000,000	3	Q	.....	205	210
Fulton..	500,000	17	Q	July 3, 16	275	290
Guaranty..	20,000,000	3	Q	Jun 30,16	421	423
Hudson Tr..	600,000	3	Q	July 1, 16	150	..
Kings Co..	300,000	5	Q	Aug 1, 16	630	645
Law. T. Ins. & Tr. Co..	4,000,000	1¼	Q	July 1, 16	130	134
Lincoln..	1,000,000	3	Q	Sep 30,07	103	110
Manufact'rs..	1,000,000	1½	Q	July 1, 16	85	..
Metropolitan..	2,000,000	8	Q	July 1, 16	145	..
New York..	3,000,000	3	Q	Jun 30,16	420	430
N.Y.L.I. & T..	1,000,000	20	S	Jun 30,16	600	610
People's Tr..	1,000,000	25	S	Jun 10,16	975	1000
Title G. & T..	1,000,000	5	Q	July 1, 16	285	..
Union..	5,000,000	5	Q	Jun 30,16	370	375
U. S. M. & T. (including 1% extra. In addition 10% special and also a Christmas dividend of 2% was paid on Dec. 28, making a total of 15%.	3,000,000	5	Q	July, 1916	380	385
	2,000,000	6	Q	July, 1916	385	391

INSURANCE, REALTY AND SURETY COMPANIES

Am. Surety..	$5,000,000	1½	Q	Jun 30,16	156	160
Bd.& Mtg.Gu.	5,000,000	4	Q	May 15,16	268	273
City of N. Y.	580,000	2	Q	July 1, 16	85	110
Commonw'lth	500,000	5	S	July 1, 16	300	325
Contin'tal(N.Y.)	10,000,000	1¼	Q	July 5, 16	32	36
Fidel. & Cas.	1,000,000	20	S	Jul 15, 16	490	50
Fidel. Ph'nix	2,500,000	10	S	.....	125	..
Ger. Alliance	400,000	7½	S	J. & J.	350	360
Ger.-Amer..	2,000,000	15	S

THE WEATHER.

WASHINGTON, Aug. 6.—The pressure distribution has not changed materially in the last twenty-four hours. The temperatures in the West are again considerably above the seasonal average, the maximum at Chicago Sunday being 96 degrees. Other points in the adjoining districts in Illinois, Michigan, and Wisconsin show high temperatures. Showers have occurred in Florida, Georgia, and Alabama and locally in the Middle Atlantic States. The weather Monday and Tuesday east of the Mississippi will continue warm, with showers in the South and local rains in the Middle Atlantic States. No appreciable moderation in the prevailing high temperatures in the West is anticipated.

Winds for Monday and Tuesday: North Atlantic, light variable, and fair weather; Middle Atlantic, light southeast to south, and fair weather; South Atlantic, light south, and fair weather; East Gulf, moderate southeast to south, and thunder showers.

FORECAST FOR TODAY AND TUESDAY.

Northern New England, Western New York, Western Pennsylvania—Fair Monday. Tuesday part? cloudy; probably showers.

Southern New England—Partly cloudy Monday, and probably Tuesday.

Eastern New York, Eastern Pennsylvania, New Jersey, and Delaware—Partly cloudy and continued warm Monday and probably Tuesday.

The temperature record for the twenty-four hours ended at 12 P. M., taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

1915.	1916.		1915.	1916.
3 A. M.	61	71	4 P. M.	65	82
6 A. M.	58	73	6 P. M.	66	83
9 A. M.	62	80	9 P. M.	66	79
12 M.	64	87	11 P. M.	65	79

This thermometer is 414 feet above the street level. The average temperature yesterday was 80; for the corresponding date last year it was 62; average on the corresponding date for the last thirty-three years, 73.

The temperature at 8 A. M. yesterday was 75; at 8 P. M. it was 82. Maximum temperature, 90 degrees at 1:20 P. M.; minimum, 71 degrees at 3 A. M. Humidity, 95 per cent. at 8 A. M.; 78 per cent. at 8 P. M.

The barometer at 8 A. M. yesterday registered 30.08 inches; at 8 P. M. it stood at 30.05 inches.

FIRE RECORD.

	Loss.
A. M.	
1:40—102 Lexington Av.; not given	Slight
3:40—Exterior St. and 135th St.; Mrs. Fay	Slight
9:15—1,388 5th Av.; Harry Brooks	$100
9:30—Orchard Beach, Pelham Bay; Acme Club	200
11:35—164th St. and Brook Av.; McDermott Co.	100
P. M.	
1:30—651 E. 170th St.; Harry Kauft	Slight
3:25—Pier 38 East Rivere; N. H. R. R.	Slight
5:40—3d Av. & 111th St.; 3d Av. R. R. Co.	Slight

Weather in Cotton and Grain States.

N. Car., S. Car., and Ga.—Showers Mon. and probably Tues.; light southerly winds.

Fla. and Ala.—Showers Mon. and Tues.; light winds.

Miss.—Fair Mon. and Tues. except showers in s. e.; light winds.

Tenn.—Fair in w., showers in e. Mon. Tues., probably showers.

Ky.—Fair and warm Mon. and probably Tues.

Ohio and Ind.—Partly cloudy and warm Mon. and probably Tues., moderate s. w. to w. winds.

L. Mich.—Showers and thunder storms Mon. and probably Tues. Light s. to w. winds.

U. Mich.—Fair Mon. Tues., showers and not so warm; moderate, w. and n. w. winds.

La.—Mon. and Tues. partly cloudy; showers near coast.

Ark. and Okla.—Mon. and TTueTs. fairT.

E. ex.—Mon. and ues., partly cloudy.

W. ex.—Mon. and Tues., partly cloudy.

Ill.—Partly cloudy and warm Mon., probably followed by thunder showers in n. and centre Mon. afternoon or night. Tues. partly cloudy and somewhat cooler in n. and centre.

Mo.—Partly cloudy and warm Mon., probably followed by thunder showers in n. Mon. afternoon or night. Tues. partly cloudy and somewhat cooler in n.

Wis.—Thunder showers Mon., cooler in n. and w. Tues. fair, cooler in e.

Minn.—Fair Mon. and Tues.; cooler in e. Mon.; warmer in w. Tues.

Iowa—Thunder showers Mon. followed by somewhat cooler; Tues. fair, with moderate temperature.

N. Dak.—Fair and somewhat warmer Mon. and Tues.

S. Dak.—Fair Mon. and Tues.; warmer Tues. and in n. and w. Mon.

Neb.—Partly cloudy Mon.; probably unsettled in s.; cooler in e.; Tues. fair, warmer in w.

Kan.—Partly cloudy and possibly unsettled Mon.; somewhat cooler in n. and w.; Tues. fair.

MAKES STUDY OF FATIGUE.

Special to The New York Times.

MILWAUKEE, Aug. 6.—The first official study of the question whether fatigue is an industrial health hazard is being conducted in Milwaukee and other Wisconsin cities under the supervision of Dr. Robert Oleson of the Federal Bureau of Public Health.

The investigation will be followed by eye examinations of many Wisconsin factory girls, and arrangements have been made for providing free corrective lenses for those who are found to be in need of them.

That many women workers resort to stimulants to "tide them over" when tired was one of the points brought out by Dr. Oleson in an address before the public nursing class of the Wisconsin Anti-Tuberculosis Association. Dr. Oleson said that investigations had shown that more time is lost in gossip in a ten-hour day than in an eight-hour day; the most productive hour of the working day is from 10 to 11 A. M., and the least productive hour is the last hour.

REAL ESTATE AT AUCTION. | REAL ESTATE AT AUCTION.

S. T. FAIRBANKS, *Auctioneer,*

Office 89 Montgomery St., Jersey City, N. J. Tel. 324.

ABSOLUTE EXECUTOR'S PUBLIC SALE, TO CLOSE ESTATE OF THOMAS PATTEN (DECEASED).

VALUABLE LONG BRANCH REAL ESTATE, RIVER FRONT AND HOTEL PROPERTY. NEAR SUMMER HOME OF PRESIDENT WILSON.

2 o'Clock* SATURDAY, AUGUST 12, 1916 *Rain or Shine

CORNER CEDAR AND OCEAN AVES., WEST END SECTION, LONG BRANCH, N. J.—This property is a plot of six acres, 689 feet on Cedar Ave.; 328 feet on Ocean Ave.; 328 feet on Second Ave.; contains two large cottages, two barns. It is one of the most valuable parcels on the New Jersey Coast.

HOMESTEAD PROPERTY—PATTEN AVE.; PLEASURE BAY.—Modern cottage, all improvements, two barns, 375 feet on road, 1,010 feet deep, 500 feet on river, with Riparian rights. About ten acres.

BRIDGWATER INN.—Stables, Sheds, etc. 200 feet water front with Riparian rights; 740 feet deep. Perfectly equipped summer hotel and road house. 24 sleeping rooms. Steamboat landing. Trolley terminal on premises.

TWO LOTS ON LIBERTY STREET.—50 feet by 550 feet, each running to the Shrewsbury River.

PLOT ON ATLANTIC AND PATTEN AVES.—650 feet on Atlantic Ave.; 400 feet River front; on trolley line; near steamboat landing.

PLOT 100 FEET ON ROAD.—600 feet deep, 200 feet River front, Pleasure Bay Section.

TEN-ACRE TRACT.—East side of Patten Ave.; adjoining River.

PLOT—ATLANTIC AVE.—60 by 200 feet, running through to Dock St.; adjoining old steamboat landing.

THE ABOVE PROPERTIES WILL BE SOLD ABSOLUTELY TO THE HIGHEST BIDDERS. DESCRIPTIVE BOOKLET, MAPS, and FURTHER PARTICULARS, APPLY BENJ. P. MORRIS, ATTORNEY, 182 Broadway, Long Branch, N. J., or S. T. FAIRBANKS, AUCTIONEER, 89 Montgomery St., Jersey City, N. J.

LONG ISLAND—FOR SALE OR TO LET.

$39 LOTS AT HUNTINGTON,

NEAR TROLLEY AND STATION. EVERY LOT HIGH AND DRY; SCHOOLS, STORES, CHURCHES; TITLES GUARANTEED. FREE TICKETS, $2 DOWN, $1 MONTHLY. B. FERRIS, 105 FLATBUSH AV., B'KLYN.

NEW JERSEY—FOR SALE OR TO LET.

BARGAIN
$6,000
EASY TERMS

COZY HOME—7 ROOMS.

42 Min. on Train to N. Y. City. Plot 100 by 274 feet; select neighborhood. Large living room; open fireplace; tiled bath; large veranda; electric light; parquet floors; beamed ceilings; walls panelled. Country club, golf, water sports.

Send for photograph.
E. A. Manchester,
170 B'way, N. Y.
Tel. 1522 Cort.

6-ROOM STUCCO BUNGALOW AT MIGHTY BARGAIN.

At shore resort on East Jersey Coast, boasting advantages of water, gas, yacht club, boardwalk, sailing, fishing, and bathing; modest amount down; balance convenient payments.

L. Brooks, 45 W. 34th St., Suite 408.

APARTMENTS TO LET—Unfurnished.

MANHATTAN—West Side.

HAMILTON TERRACE,

144th St., two blocks east of Amsterdam Av.

High Class Elevator Apartments

2, 3, 4, 5, 6, 7 Rooms and Bath.

MODERATE RENTS. Exclusive residential section, near Subway and "L."

APARTMENTS TO LET—Unfurnished.

MANHATTAN—West Side.

8, 9, 10 Room Apartments
With 3 Baths
$1,700 to $2,700 Per Annum
495 West End Avenue
(Southwest corner 84th Street.)

ELSLEIGH HALL
530 MANHATTAN AVENUE, COR. 122d.
HIGH-CLASS ELEVATOR APARTMENTS
2-3-4-5 Rooms, Kitchenettes, **$30-$60**
Kitchens,
Tel. Morn. 3297. Owner on premises.

MANHATTAN—East Side.

CORNER APARTMENTS ON PARK AVENUE

The Niagara, 71 East 87th St.
5 Rooms and Bath . . . $480
6 Rooms and Bath . . . $720
8 Rooms and Bath . . $1000
Elevator Service, etc.
Apply on premises or
Moore & Wyckoff, 546 Fifth Av. 45th
Telephone Bryant 1263.

BROOKLYN.

MODERN
FLATBUSH APARTMENT
7 Large Outside Rooms, $50.
WESTWOOD REALTY CO.,
685 Flatbush Ave., Brooklyn.

REAL ESTATE

Thirty-five cents an agate line.

Manhattan—For Sale or To Let.

To Let.—In the west eighties, three stories and basement private house in which physician will rent office and living room. B 265 Times Annex.

Brooklyn—For Sale or To Let.

One-family houses, detached; garage; nine rooms, bath, showers; electric lights, vacuum cleaners; steam; parquetry; $5,650, $650 cash, $15 monthly and interest. Builders, 1,430 77th St. Take West End Subway, Municipal Bldg., to 77th St.

Adjoining Prospect Park; $750; 2-family brick, 11 rooms, 2 furnaces; price, $5,400, $750 down, balance $16.66 monthly; rent, $42, pays everything. Full particulars, Ruckert, 45 Willoughby St., Brooklyn.

Bronx—For Sale or to Let.

BRONX LOTS at $250 each; any part of 100 lots in Arden Section to quick buyers. Firm L. J. CARPENTER, 25 Liberty St., N.Y.

Queens—For Sale or To Let.

Old-fashioned country home, improvements, 7 rooms; large outbuilding, flowers, garden, trees, fruit; 30 minutes out; price, $2,500; some cash and $20 monthly buys it. R Ex., Room 608, 1 West 34th St.

6-room cottage, near lake; garden, all improvements; 10c fare, trolley or train; small cash payment and $10 monthly. Welsh, Box 125 N. Y. Times Downtown.

Westchester—For Sale or To Let.

HOMES AND ESTATES
FOR SALE OR RENT.
ANGELL & CO., SCARSDALE, N. Y.

Write for list of attractive homes.
Hastings Homes Co., Hastings, N. Y.

Long Island—For Sale or To Let.

For Sale.—45 minutes out on Long Island; 10 minutes' walk from station; new house, on unusually large lot; seven rooms and bath; combination electric light and gas; steam heat; large cellar and attic; price $4,700; on favorable terms. M. E. Blanchard, 100 Albemarle Av., Hempstead, L. I. Phone 799.

20 MINUTES FROM BROADWAY.—ELMHURST ON NORTH SHORE, LONG ISLAND, FURNISHED COMFORTABLE HOME FOR RENT. KATHERINE, X 370 TIMES ANNEX.

Six-room waterfront bungalow; garage; beautiful garden plot; ideal for all water sports; most modern construction; 40 minutes out; terms to suit genuine buyer. Bryan, Box 129 Times Downtown.

If you are looking for a small modern home in a nice town near schools, stores, and churches, complete for $2,000 on easy terms, answer at once. B. Barshad, 105 Flatbush Av., Brooklyn.

ATTRACTIVE SUBURBAN HOMES.
30 minutes Penn. Station; $4,900 to $6,100. QUEENS-COURT REALTY CO., 200 B'way.

Floral Park.—Easy commuting distance; good house; all improvements; easy terms. Hollberg, Hinsdale Av., Floral Park, L. I.

For Sale—Poultry farm; bargain. Address Reasonable, 175 Tithes Downtown.

New York State—For Sale or To Let.

For Sale.—A meautiful eleven-room house and lot at Greenwood Lake; 100 feet on the lake by 200 feet deep; all modern improvements; steam heat and electricity; terms to suit. P 360 Times Downtown.

New Jersey—For Sale or To Let.

Farm 12½ acres, 2 miles from Ridgewood, N. J.; good level land in corn, oats, fruit, and berries; large frontage on macadam road running back to the Saddle River; Dutch stone house, 8 rooms and bath; convenient to Paterson and Ridgewood markets; reasonable price and terms. S. S. Walstrum-Gordon & Forman, 1,546 Equitable Bldg., N. Y., Rector 7718. Ridgewood, N. J., Tel. 555.

Connecticut—For Sale or To Let.

In Conn., 10 miles north of Bridgeport, near station, 60 acres; house, 14 large rooms; barn, stable, and laundry; all in good order; high ground; fine water supply; suitable for private home, church, or settlement purposes; fine building lots; $8,000; no brokers. Berkshire, X 333 Times Annex.

For Sale.—The old Lordship Park Farm House, near salt water, good bathing; four minutes' walk to trolley line. Write or call Joseph Rundecker, Bridgeport, Conn. Phone 3288-3.

Choice island of 5 acres; 2 hours from Wall St.; complete residence; possession at once. Lamar Garmany, Stony Creek, Conn.

Real Estate for Exchange.

$1,275 complete buys my little hilltop bungalow; shade trees, large grounds, near station, harbor, and New York; $100 cash and $10 monthly. B., Owner, 105 Flatbush Av., Brooklyn.

Small chicken farm with 6-room cottage, poultry house, vegetable patch, near station and town; easy terms. Schmidt, Box 127 Times Downtown.

To Let for Business

Thirty-five cents an agate line.

FIRST AVENUE AND 96TH STREET, Northeast Corner.

Plot 100 by 168 feet for sale or to lease for a term of years. Convenient to docks. Apply to THE CRIMMINS OPERATING COMPANY, Inc., 624 Madison Avenue, New York.

Pleasant mahogany furnished offices, 505 Fifth Avenue, corner 42d St., for quiet business; references required. Inquire Room 802.

Private office, 24th floor Liberty Tower; light, airy, attractive. Apply Public Stenographer's office, 55 Liberty St., room 2,410.

Loft.—59 Orchard St., elevator; janitor, 57 Orchard St. Ridley, 59 Allen.

Large, light loft for rent reasonable. 15 East 17th St.

Mortgage Loans

Forty-five cents an agate line.

Second mortgage money to loan on Bronx Borough property; terms reasonable. S. J., 2,960 3d Av.

FURNISHED ROOMS

Thirty cents an agate line.

East Side.

11TH, 28 EAST.—Large front medium room; clean, quiet; select house; references.

19TH ST., 234 EAST.—Large room; luxurious baths; electric lights; telephone; private house; $6.

45TH, 16 EAST.—Handsome room; private bath; room with piano; single room.

58D, 34 EAST.—Rooms and suites for gentlemen, furnished and unfurnished.

LEXINGTON AV., 265.—Large and small room, bath; references; moderate; phone Murray Hill 2736.

MADISON AV., 220, (36th St.)—Attractive, large, small furnished, unfurnished rooms with and without private bath; music allowed.

West Side.

9TH, 11 WEST.—Unusually large rooms, en suite; private house; also others; telephone; references.

9TH, 41 WEST.—Large, cool room; private bath; medium rooms; reference; telephone.

11th, 35 West.—To let, two room suite; also small and large rooms, nicely furnished; private bath, telephone.

20TH, 430 WEST.—Attractive, large, cool rooms; hot and cold water; bath; telephone.

40TH, 48 WEST.—Large, small room, adjoining bath; electricity; high-class; references; bachelors.

55TH, 238 WEST.—Room adjoining bath; elevator apartment; gentlemen; references. Gillette.

57TH, 260 WEST.—Large, small rooms; Summer rates; elevator; cool suite. Sewell.

58TH ST., 17 WEST.—Cool, attractive room; private bath; furnished, unfurnished; every convenience.

69TH, 139 WEST.—First-class rooms redecorated. Suite, $14; electricity; instantaneous hot water.

71ST ST., 70 WEST.—Superior accommodations for gentleman at reasonable terms; reference.

71ST, 221 WEST.—Newly renovated rooms, near bath; continuous hot water; concessions.

71ST, 130 WEST.—Parlor floor; other rooms; beautiful large room with private bath.

71ST, 206 WEST, (subway.)—Medium rooms, lavatories; parlor floor for music, dancing.

72D, 121 WEST.—Large room, with bath and kitchenette; also small room.

73D, 275 WEST.—Nicely furnished room, private bath. Southern exposure, telephone, phone.

73D, 151 WEST.—Attractive, large and small extremely low, until Sept. 15, near subway, elevator stations, electricity, telephone.

73D, 159 WEST.—New, attractively furnished, cool rooms; running water, bath adjoining; references.

73D, 302 WEST.—Large, cool front room; private bath; board; overlooking driveway.

74TH, 134 WEST.—Private family has room for gentleman; high class; references.

75TH, 54 WEST, (Near Park.)—Parlor, with bedroom; electricity; telephone; $8; medium, $6.

75TH, 138 WEST.—Suite with kitchenette; also large and small rooms; electricity.

75TH, 3 WEST, (Near Park.)—Large room; private bath; $8; medium, small, $4-$6.

75TH, 144 WEST.—Beautiful, cool rooms; also parlor; select house; subway; phone.

76TH, 242 WEST.—Very reasonable; elegant suite of rooms; private bath; private house.

76TH, 174 WEST.—Desirable rooms, continuous hot water; small kitchenettes; references.

77TH, 131 WEST.—Newly furnished house; handsomely appointed rooms, private baths; reasonable.

78TH, 118 WEST.—Immaculately clean suite, with private bath; breakfast; references, telephone.

78TH, 132 WEST.—Newly furnished large room, bath adjoining; parquet floors; telephone.

78TH ST., WEST.—New, beautifully furnished house; rooms en suite and single; gentlemen preferred. Phone Schuyler 10015.

78TH, 142 WEST.—Large and small rooms; telephone; reception rooms; $2.50 to $10.

78TH, 142 WEST.—Large and small rooms; telephone; reception rooms; $2.50 to $10.

79TH, 213 WEST.—Two delightful, large connecting rooms, bath; single, en suite; subway.

80TH, 104 WEST.—Large, beautiful front room; private bath, electricity, telephone; references.

80TH, 305 WEST.—Attractive room, adjoining bath, in apartment, for bachelor.

82D, 150 WEST.—Large front room, dressing room, kitchenette, bath, shower, phone; reasonable.

82D, 83 WEST.—Large, small front rooms, newly furnished; bath, phone; references.

82D, 56 WEST.—Large, well furnished rooms; private bath; electric light.

82D, 134 WEST.—Double and single rooms; private bath; reasonable rent; references.

93D, 35 WEST.—Large, clean, front rooms, all conveniences, $4, $4.50; telephone.

84TH, 31 WEST.—Large and small rooms; every conceivable accommodation; tray breakfast.

85TH, 134 WEST.—Large rooms; private baths; electricity; board optional; private house.

86TH, (549 West End Av.)—Two small rooms, $8 and $3.50; bath; private house.

88TH, 173 WEST.—Exclusive house; large rooms, dressing room, bath; porch; electricity.

90TH, 53 WEST, (The Hermann.)—Beautiful rooms for two; private bath; new furniture; also small rooms; first-class board; telephone; ici on parle Francais.

90TH, 58 WEST.—In beautifully furnished house, room with private bath; also single; gentlemen preferred; reference. Barry.

92D, 46 WEST.—Scrupulously clean, large, small rooms; convenient to bath; reasonable.

97TH, 145 WEST.—Private house; unusually attractive, well furnished room; bath, telephone.

102D, 216 WEST.—Front room; running hot, cold water; electricity; gentleman. Arbuckle.

104TH, 58 WEST.—Newly furnished parlor, connecting bedroom; piano; smaller room, reasonable. Wheeler.

111TH, 526 WEST.—Large, delightful outside room; running water; elevator. Apartment 6D.

112TH, 504 WEST.—Cheerful, cool room, nicely furnished; Summer rates; sixth floor west.

112TH, 586 WEST.—Attractive, cool front room, in high-class elevator apartment. Bridges.

113TH, 541 WEST.—Beautiful, light, cool room, bath adjoining; elevator apartment. Hart.

115TH, 620 WEST.—Large, airy; running water; view river and Drive; subway, surface and bus. Apt. 62.

120TH, 157 WEST.—Select location; large, cool, front rooms; private house; exquisitely clean; every convenience; references.

121ST, 414 WEST.—Large furnished outside room; elevator; top floor. Apartment 6B.

143D, 518 WEST.—Comfortable room; elevator; subway; gentleman; $3. Apt. 8.

144TH, 600 WEST.—Large, cool room, $7; Hudson view; convenient location. 2B.

152D, 557 WEST.—Large front room, suitable for two gentlemen; twin beds.

CENTRAL PARK WEST, 355, (near 96th.)—Pleasant room; $6 week; private house.

HAMILTON PLACE, 61.—Furnished room; desirable location; near Broadway subway and 145th St.; references.

MORNINGSIDE DRIVE, 106.—Beautiful outside front rooms, overlooking Morningside Park. Apartment 21.

ROOM, private bath; gentleman; exclusive apartment; references required. Box 46, Station N.

SUITE of rooms; first-class elevator apt.; private home; references. Audubon 3879.

Unfurnished Rooms

Thirty cents an agate line.

40th, 06 West.—Floor, single or en suite; private bath, electricity; references; bachelors.

97th, 130 West.—Large rooms; single, en suite; bath, kitchenette; furnished or unfurnished.

AUTOMOBILE EXCHANGE

Thirty-five cents an agate line.

CHALMERS MASTER SIX.

Forty-eight horse power roadster, with folding rumble seat; in perfect mechanical condition; new Kelly-Springfield tires; electric lights and starter; car was specially built throughout, and is as good as the day it was bought; having had nine cent possible care; opportunity for party wanting a powerful, easy riding, fine appearing runabout; any demonstration. J. McGrath, Freehold, N. J.

CADILLAC — MUST SACRIFICE; IMMEDIATELY.

Practically new touring automobile; absolutely mechanically perfect; Delco electric starting and lighting system; sacrifice, $375. Cowle's Private Garage, 52 East 62d, near Madison Av.

Saxon "6" 1916 Roadster; Stutz 1915 Bulldog; Peugeot "120" racer; Cadillac 1916 tour.; National 1914 roadster; Hudson 1915 limo.; S. G. V. 1914 landaulet. Many others. DOUGLAS C. BURRELLE, 1,700 B'way.

Mercer 1915 touring, 22-70; run less than 5,000 miles; appearance and mechanical condition like new; reasonable offer accepted. See manager, 159 Clymer St., near Williamsburg Bridge, Brooklyn.

PULLMAN ROADSTER, PRACTICALLY NEW.—Electric starting, lighting system; luxuriously equipped; sacrifice, $450; immediately. Edwards, Private Garage, 52 East 62d, near Madison Av.

Mercer late 1914 speedster, $1,250. Owner will sacrifice speedster, like new; has 2 extra tires and intertubes. See manager, 159 Clymer St., near Williamsburg Bridge, Brooklyn

OVERLAND LIGHT FIVE-PASSENGER. Only used 3 months; electric starting and lighting system; many extras; $450. 52 East 62d, near Madison Av.

Stutz 1915 Bearcat speedster; run less than 5,000 miles; price, $1,350. Owner, 159 Clymer St., near Williamsburg Bridge, Brooklyn.

Winton 1915, little six; condition excellent; less than half original price. Schoonmaker, 3d floor, 1,700 Broadway.

Mercer 1915 toy; 1916 toy; 1914 touring; bargains. Cook & Macconnell, 1,700 Broadway.

Mercer, late 1914 model, in perfect condition; run 9,000 miles. Riordan, 583 Park Av.

Chalmers 1911, seven-passenger; $350; good running condition. Veitch, 242 Dyckman St.

Cadillac 8 touring, 1916, also 1915, both 7-passenger; very attractive. Schoonmaker, 1,700 Broadway.

Automobiles For Rent.

Packard for Hire.—7-passenger; by hour, week, or month; very reasonable; owner drives. Greefer, 252 West 114th St. Cathedral 9082.

FOR HIRE.

The Teaneck Interboro Line of Teaneck, N. J., will rent a few new large passenger buses. Tel. 587J Englewood.

Packard 6-cylinder cars for hire by hour, day, week, or month at reasonable rates. J. Kramer Auto Renting Co., 1,834 Broadway. Columbus 1478.

Packard sixes and twin sixes to hire; hour, day, week, trip; superior service; sensible rates. C. M. & G. V. Williamson, 204 West 43d St. Phones 4219-3530 Bryant.

Packard new "Six" touring, $2.50 hourly upward; owner drives; references. Morningside 8833.

Chalmers, 1916, seven-passenger; $2.50 per hour; careful chauffeur. Nolan, Bryant 3916.

Packard car to hire by hour, day, week, or month, special rates by trips. Boylston Garage, Inc., 142 East 41st St.

FOR HIRE.—Touring car, with chauffeur, $2.50 per hour. Telephone 886 Madison.

For Hire.—7-passenger touring Cadillac; day, week, month. Sanna, Harlem 3698.

Automobiles Wanted.

A.—Will pay $400 cash for best light touring car; must be 1915 or 1916. 156 East 120th St. Phone 4285 Harlem.

Automobile Instruction.

BEDFORD BRANCH Y. M. C. A. AUTO SCHOOL, 1,121 BEDFORD AV., BROOKLYN — Special classes for owners and chauffeurs now forming. Write for booklet and pass for trial lesson free.

WEST SIDE Y. M. C. A., 302 W. 57th St. — Largest and Best School in U. S. Send for booklet and Pass to Visit School. Tel. 7920 Col. Special class for women.

STEWART AUTOMOBILE SCHOOL, 225 W. 57th St. — Booklet explains WHY our course is BEST. Inspect our plant and be convinced. Ladies' Classes.

BOARDERS WANTED

Thirty cents an agate line.

East Side.

8 EAST 45TH.
Table board; room with bath; references.

54TH ST., 13-15 EAST.—Boarding place of exceptional excellence and exclusiveness; reasonable; references.

LEXINGTON AV., 342, (39th.)—Teacher's residence; pension, $8 to $12. Murray Hill 9768.

213 MADISON AVENUE.
Attractive rooms; excellent table; Summer rates.

West Side.

11TH, 112-114 WEST.—Large, small rooms; good service; table boarders accommodated.

16TH, 20-22 WEST.—Large, small rooms, well furnished; unexcelled board. Telephone.

48TH, 43 WEST.—Cool rooms; substantial table; electricity, running water. Bryant 3016.

50TH, 5 WEST.—Large and small rooms; excellent board; table guests accommodated.

53D, 57 WEST.—Attractive south rooms, baths; tasty home cooking; terms; references.

54TH, 54 WEST.—High-class single and double rooms; private bath; references.

58TH, 146 WEST.—Desirable rooms, private baths; references; table guests; Summer rates.

72D, 253 WEST.—Single and double rooms; excellent table; table guests; prices reasonable.

72D, 120 WEST.—Rooms, with private baths; parlor dining room. Phone 6041 Columbus.

72D, 122-131 WEST.—Desirable double and single rooms; private baths; fine table.

73D, 112 WEST.—TABLE BOARD. Desirable rooms; subway, elevated; references.

74TH, 102 WEST.—Private baths; electricity; parlor dining room; Southern trade solicited.

76TH, 127-129 WEST.—Airy rooms; home cooking; subway, elevated; reasonable; table guests.

76TH, 246 WEST.—Attractive large, small rooms; bath; exceptional board; table guests; reasonable.

76TH, 111 WEST.—Large and small, attractive, cool rooms; reasonable, excellent table.

76TH, 251-253 WEST.—Large, small rooms; private baths; table boarders. Simpson, Prate.

79TH, 112 WEST.—Attractive large, small rooms; private; superior table; excellent service.

79TH, 256 WEST.—An unusual house for unusual people at unusual prices; telephone.

79TH, 114-132 WEST, (Wide Parked Street.)—Unusual and attractive; large parlors; tea room and lounge; telephones; booklet; references.

79TH, 121 WEST.—"The Putnam." Rooms with board; high grade; Summer rates.

80TH, 244 WEST.—New, attractive and modern; good home cooking; table guests.

122D, 436 WEST.—Comfortable, large, airy rooms; refined house; board optional; references.

80TH, 106-108-110 WEST.—Delightfully located; all new, high-type furnishings; pure food, wholesome, generous, well-balanced meals; special rates July-August; references.

80TH, 123 WEST.—Delightfully cool, large and small rooms; private baths; Southern exposure accommodated.

82D, 124 WEST, (Graycourt.)—New, attractive and modern; references; table guests; booklet.

84TH, 37 WEST.—Desirable rooms; gentlemen, couples; superior table; refined surroundings. Blumenfeld.

86TH, 164 WEST.—Select house, attractive rooms, baths; finest table, parlor, dining.

86TH, 23 WEST.—Large room, bath; meals, those accustomed, fine home living.

88TH, 316 WEST.—Attractive rooms, near Riverside; table a specialty; Summer rates.

89TH, 306 WEST.—Refined Jewish home can accommodate few people; excellent table.

APARTMENTS TO LET

Thirty-five cents an agate line.

Furnished—East Side.

Attractive apartments, two rooms and bath, handsomely furnished; one block from subway; full hotel service; $10.50 weekly up; Summer rates. Hotel St. Louis, 34 East 32d St. Hotel Oxford, 38 East 27th St.

Furnished—West Side.

Hotel conveniences; apartment house rates. Inspect our specially attractive apartments.

SPECIAL SUMMER CONCESSIONS BY MONTHLY OR WEEKLY.
CATHEDRAL PLAZA,
100 CATHEDRAL PARKWAY,
110TH ST. AND COLUMBUS AV.
Special Rates to Columbia Students.

WE HAVE 1, 2, 3, 4 ROOM APARTMENTS. $60, $40, $50, $60 UP MONTHLY.

Fully furnished, dishes, silver, cooking utensils; maid service optional; each apartment has private bath and kitchenette; concessions lease or unfurnished; near subway and "L"; must be seen to appreciate. Phone Academy 613. 5th Av. bus stops at door.

SCHUYLER ARMS HOTEL, 307 West 98th, between Broadway and Riverside.—Newly furnished, two, three, four, five rooms; shower baths; all-night maid, bell boy, elevator, and telephone service; immediate possession; $12.50 to $25 weekly; $50 and $100 monthly; restaurant in building. Telephone 3964 River.

A-A—SUMMER RATES—A-A
The city's largest assortment desirable apartments, 2 to 8 rooms, with kitchen or kitchenette. For particulars see inside back cover telephone directory. Office, 215 Manhattan Av. Phones 1647 and 1611 Academy.

Apartments HANDSOMELY Furnished. CLARK REALTY, 30 E. 42. Vanderbilt 1450.

51st St., 70 West.—Two rooms, bath; private bell; all improvements; $9.

Unfurnished—East Side.

901 Lexington Av., N. E. Cor. 67th.—8 and 9 rooms and 3 baths, $1,800 up. Douglas L. Elliman & Co., 414 Madison Av.

Unfurnished—West Side.

Amsterdam Av., N. E. Cor. 76th St.—Seven all light outside rooms, modern improvements, two flights up; also parlor floor apartment for dressmaker. Apply Janitor.

390 CENTRAL PARK WEST.
Two and three rooms and kitchenette; four rooms and bath, all modern improvements; hall and telephone service; reasonable.

125-127 WEST 58TH ST.
Fireproof. Standard Service.
7 ROOMS AND BATH, $1,500-$1,800.

234-238 West 21st St.—4, 5, and 6 rooms, elevator, all improvements, at $510 to $520 per year. Apply to Supt.

2,424 7th Av.—6 rooms, bath, electric light; $40 and $42.

Broadway and 55th St., N. E. Corner.—Elevator apartments, 8 rooms, 2 baths.

Large corner apartments; high-class elevator apartments. 175 West 58th.

10th St., 17 West.—Apartment, 9 rooms, all improvements; open fireplace. Regent.

Unfurnished—West Side.

NON-HOUSEKEEPING APARTMENTS.
SPENCER ARMS, S. E. Cor B'way & 69th St.
2, 3 and 4 rooms.
Maid Service; Meals Served, $1,000 to $1,500. Agent always on premises, or your own broker. Tel. Columbus 8996.

Nathan Hale, 434 Fort Washington Av., Southeast Corner 181st.—The most elegant elevator apartments on Washington Heights; 3 rooms, $35; 4 rooms, $40-$47.50; 5 rooms, $45-$65; 6 rooms, $70-$75; 7 rooms, $70-$111; 9 rooms, $91.75-$125.

Five rooms and bath.
Eight rooms, three baths.
Very high-class elevator house.
Most moderate rents.
530 West 113th St.

SUPREME COURT OF THE STATE OF New York, County of New York.—FREDERICK C. CALLEN, Plaintiff, against CHARLES W. RUSE, otherwise known as CHARLES W. RUSH, Defendant.—Summons. To the above-named defendant:

You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within 20 days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.

Dated June 19, 1916.
WILDER, EWEN & PATTERSON,
Plaintiff's Attorneys.
Office and Post Office address, 45 Cedar Street, Borough of Manhattan, City of New York.

To the defendant, Charles W. Ruse, otherwise known as Charles W. Rush:

The foregoing summons is served upon you by publication pursuant to an order of the Honorable Peter A. Hendrick, Justice of the Supreme Court of the State of New York, dated the 18th day of July, 1916, and filed with the complaint in the office of the Clerk of the County of New York in the County Court House, in the Borough of Manhattan, City of New York, on the 18th day of July, 1916, the original complaint having been filed in said Clerk's Office on the 24th day of June, 1916. WILDER, EWEN & PATTERSON,
Attorneys for Plaintiff.
Office and Post Office address, 45 Cedar Street, Borough of Manhattan, City of New York.

KRAUSE, JOHANNA.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Johanna Krause, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Elkus, Gleason & Proskauer, No. 111 Broadway, in the City of New York, on or before the 20th day of November next.

Dated New York, the 12th day of May, 1916.
FREDERICK KRAUSE,
CHARLES A. WIMPFHEIMER,
Executors.

Boarders Wanted

Thirty cents an agate line.

West Side.

77TH, 124 WEST.—Unusual rooms, with meals optional; electricity; Summer concessions; references.

Country Board

Thirty-five cents an agate line.

Westchester County.

HIGHCLIFFE HALL HOTEL, Park Hill, Yonkers.—Unrivalled home cooking; river view. W. E. Robinson, Phone 2161 Yonkers.

New Jersey.

THE MARLBOROUGH,
45 North Arlington Av.,
East Orange, New Jersey.
"Thirty Minutes from Broadway."
Spend the Summer in Beautiful East Orange; Oiled Streets, Shady Lawns, Sunshine, and Flowers; finest water in or around New York; cool, fragrant, and delightful; good service and excellent cuisine; two people in suite of parlor, bedroom, and private bath, with board, $25 per week; take Luckawanna at Hoboken; hotel one block from East Orange Station. Write for booklet. W. T. Reade, Proprietor.

Country Board Wanted

Thirty-five cents an agate line.

Wanted—Small furnished house, bungalow, two months, family four adults, within 40 minutes' commuting distance from City Hall; please give full information regarding price, location, commutation rates, water supply in answer. Taylor, 105 West 76th St.

HELP WANTED, MALE

Twenty-five cents an agate line.

BEVELERS, smoothers, roughers and silverers wanted. Liberty Mirror Works, East New York Av. and Chester St., Brooklyn.

BOY wanted in insurance broker's office. G 241 Times Downtown.

COTTON COVERTERS desire youth, assist bookkeeping, typewriting, generally useful; good chance advancing; state salary, full particulars. J 125 Times.

FURNITURE SALESMAN.

CAPABLE of selling high-grade furniture; several permanent positions for men of ability; apply by letter, stating experience, amount of annual sales, and grade of goods handled; all applications will be considered as strictly confidential.

PAINE FURNITURE C

PARALYSIS INCREASE QUICKENED BY HEAT

New Cases Listed in the Latest Report Total 193—33 Deaths in a Day.

VICTIMS NOW EXCEED 5,000

Those Ill in Manhattan Number More Than 1,000, and Brooklyn Sufferers More Than 3,000.

Record of the Disease in the City.

Borough	Deaths Saturday	Deaths Yesterday	New Cases Saturday	New Cases Yesterday
Brooklyn. . .	22	9	83	93
Manhattan . . .	7	12	51	45
Bronx.	2	3	7	19
Queens.	9	7	27	34
Richmond. . . .	1	2	5	1
Totals.	41	33	173	192

Total of cases to date. 5,023
Total of deaths to date. 1,099

With 192 new cases of infantile paralysis reported yesterday, against 173 the day before, the number of cases since the beginning of the epidemic went above 5,000, and the high records of new cases in a day were broken in two boroughs, Queens and the Bronx. There were thirty-four cases in Queens yesterday, against the former record of thirty-three, and nineteen in the Bronx, against the former record of thirteen.

The total number of cases in Manhattan yesterday passed 1,000, the exact number at 10 o'clock in the morning being 996. The total cases in each of the other boroughs in the morning report were as follows: Brooklyn, 3,095; Bronx, 194; Queens, 509; Richmond, 229. Four cases originally diagnosed as poliomyelitis were dropped from the records yesterday as "no cases," two of them being in Manhattan—314 Rivington Street and 14 Hancock Street.

Deputy Health Commissioner John S. Billings yesterday attributed the advance in the number of new cases to the hot weather of last week, and he said that he feared a further advance this week because of the continuing high temperature. He denied, however, that he had predicted a total of 10,000 cases for the epidemic, and expressed the opinion that the total number would not be so great.

Plans for Inspections.

Definite plans for the house-to-house canvass recommended by the scientists who met here last week have been formulated, it was learned yesterday, and will be finally adopted tomorrow when the House-to-House Visitation Committee meets.

The idea of the canvass, Deputy Health Commissioner Billings said yesterday, originated with the Association for Improving the Condition of the Poor, the Charity Organization Society, and the United Hebrew Charities, who offered to employ their nurses in the work. Almost simultaneously three life insurance companies volunteered to lend the services of their 2,000 visitors to the Department of Health.

After the visiting scientists had indorsed the idea Health Commissioner Emerson called representatives of these various organizations together and formed the committee.

According to the arrangements to be adopted, Dr. M. B. McMillan, Assistant Sanitary Superintendent of the Department of Health, will supervise the work. The life insurance visitors will inspect homes all over the city, watching chiefly for sickness among children and sanitary conditions, while the nurses of the charitable organizations will make a special search for undiscovered cases of poliomyelitis.

There was a report yesterday that the American Red Cross had been asked to supply nurses for the work, but Dr. Billings said this was not correct. He said the Department of Health had solicited no help, but added that no offer of assistance, including trained nurses, would be refused.

The spread of the disease, in the opinion of many students of the epidemic, has been due in large part to unreported and undiscovered cases at large in the community, and it is hoped that the canvass will result in the discovery and isolation of many nonparalytic and other cases.

Quarantine Information.

The New York, New Haven & Hartford Railroad yesterday issued a circular giving information concerning quarantine regulations in communities on its lines. The regulations mentioned were as follows:

New York State: Fishkill Falls, Hopewell Junction, and Stormville—All children, no matter from whence they come, must report to Health Officer within twenty-four hours after arrival. They will then be quarantined for a period of two weeks. If regulation is not complied with, $25 fine.

Larchmont—All children of less than 16 years of age coming from infected districts will be placed under quarantine for two weeks.

Connecticut: Boardmans Bridge, Merwinsville, New Milford, Still River—All children, no matter from whence they come, if without a hearth certificate, will be strictly quarantined for a period of twenty days after arrival. Certificates issued by proper physician and health officers will be recognized.

East Norwalk, Norwalk, South Norwalk—No child of less than 15 years of age from any place where infantile paralysis prevails will be allowed to detrain.

Danbury—Children under 15 years of age will not be allowed to detrain if en route from New York.

Lime Rock—Children under 16 years of age, no matter from whence they come, will be kept in strict quarantine for a period of three weeks after arrival.

Southbury—Children of less than 16 years of age from Greater New York, Southern New York State, and all points affected by infantile paralysis must procure health certificates from proper authorities before being permitted to enter the town. Children of less than 16 years, not covered by this regulation, must give written notice to the health authorities, stating name, age and address from which they come.

Westport—No children of less than 15 years of age, no matter from whence they come, will be allowed to detrain.

Cornwall Bridge, West Cornwall—Children of less than 16 years of age from any place are prohibited from detraining unless they have certificates signed by Boards of Health.

Massachusetts: Williamstown—No adults or children are allowed to stop at Williamstown from any point in the affected area.

The Department of Health issued 5,068 certificates yesterday, and had issued 63,340 to date, having refused 281.

Whether letter carriers might spread poliomyelitis was the question discussed last night at the regular meeting of Branch 36 of the National Association Letter Carriers, and the Secretary of the organization was instructed to request the Department of Health to recommend whatever measures in this connection might be advisable. The organization also voted to co-operate with the Department of Health in every possible way.

NEW CASES AND DEATHS.

Names and Addresses of the Latest Victims of Paralysis.

The following names and addresses of new cases of infantile paralysis and of deaths were made public yesterday by the Department of Health:

NEW CASES, MANHATTAN.

Ruth Charney, 1,181 2d Av.
Robert Buchignani, 232 W. 28th St.
James Besten, 28 E. 129th St.
Giovanni Tripoli, 526 W. 30th St.
Hyman Miller, 510 W. 163d St.
Herbert Goldberg, 36 Henry St.
Harold Marshall, 552 W. 140th St.
Dora Gutman, 347 E. 49th St.
John Gortland, 537 W. 44th St.
Andrew Yguiartio, 511 E. 31st St.
Stephen Mundorf, 251 W. 109th St.
Clifford Taylor, 417 W. 52d St.
Sam Freedman, 36 1st St.
Ann Cox, 229 W. 66th St.
Anna Itzkowitz, 320 E. 91st St.
Frank Scalsci, 267 W. 27th St.
Jim Lamorte, 144 Sullivan St.
Victor Meier, 511 E. 70th St.
Elsie Gradson, 816 E. 15th St.
Joseph Youchi, 28 Grand St.
Sylvia Rohrs, 175 E. 68th St.
Harold Barnes, 64 E. 134th St.
John Chitenback, 125 W. 101st St.
Donald Campbell, 963 Columbus Av.
John Magurack, 154 Allen St.
Janet Hennessy, 57 W. 130th St.
Alice Bergson, Boat 297, Erie R. R., foot of W. 34th St.
James Amorte, 114 Madison St.
Nicola Ricaldi, 165 W. 27th St.
John Cofaro, 320 E. 22d St.
Wylie Grover, 321 E. 6th St.
Christian Fattah, 440 E. 13th St.
Joseph Butler, 502 W. 163d St.
Vincenzo Marinallo, 234 Thompson St.
Harold Schizetz, 985 Columbus Av.
Margaret Muhlholland, 80 Morton St.
Frances Stoto, 340 E. 115th St.
Agnostino Rievso, 371 E. 14th St.
George Tertel, 47 Henry St.
Molly Josse, 168 Henry St.
Yetta Lichtenstein, 128-30 Broome St.
Lilla Genwitz, 91 Ridge St.
Gaetano Rosso, 26 Horatio St.
Baby Horowitz, 42 Rutgers St.
Edmond Stania, 344 E. 21st St.

DEATHS, MANHATTAN.

Elsie Pierson, 316 E. 15th St.
Harry Loeffler, 535 Hudson St.
Jessie Atalano, 190 Elizabeth St.
James Morcelnelli, 327 W. 69th St.
William Vehman, 1,495 Lexington Av.
R. Denninger, 251 W. 55th St.
L. Seigosl, 15 Mott St.
A. Rizvo, 341 E. 14th St.
Tony Gtuerae, 190 Elizabeth St.
Tony Polleco, 420 E. 25th St.
M. Roschelle, 202 Avenue C.
D. Rauch, 427 12th Av., Long Island City. (Willard Parker Hospital.)

NEW CASES—BRONX.

Russel Ducker, 1,039 Simpson St.
Paul Doeche, 619 East 134th St.
Dorothy Belquin, 575 Southern Boulevard.
Michael Katz, 445 Clermont Parkway.
Baby Relgo, 3,002 Barnes Av.
Irving Cohn, 602 East 139th St.
Harold Waks, 694 East 138th St.
Rose Rigon, 1,360 Stebbins Av.
Solomon, 910 Union Av.
Ethel Stone, 1,415 Franklin Av.
Muriel Goldberg, 1,045 Prospect Av.
Anna Mandella, 742 East 187th St.
Helen Pathe, 1,484 Hoe Av.
Andrew Brosowski, 338 East 138th St.
Nathan Goodman, 903 Whitlock Av.
Helen Cohen, 1,506 Boston Road.
Alice Lessar, 587 Fox St.
Martin Snyder, 790 East 152d St.
Sylvia Mohek, 667 Caldwell Av.

DEATHS—BRONX.

Stephen Hahan, 870 Southern Boulevard.
Carmella Yacenia, 142 West End Av. (Riverside Hospital.)
Henry Beckman, 212 East 122d St. (Riverside Hospital.)

NEW CASES—BROOKLYN.

Reuben Margolis, 451 Broadway.
Henry and Edward Kopf, 275 Driggs Av.
Julia Hertner, 97 Gerry St.
Louis Davidoff, Louis, 42 Johnson Av.
Felicia Talmanink, 276 Kent Av.
Louis Nettle, 28 Moore St.
Sydney Weinstein, 224 Rodney St.
Dorothy Herman, 201 Seigel St.
Gladys Stebger, 108 Ten Eyck St.
Clara Palnass, 277 South 2d St.
Adrian Robson, 346 South 5th St.
Henrietta Nugent, 397 South 5th St.
Julia Schwartz, 142 South 9th St.
William Driscoll, 137 Albany Av.
Charles Thulin, 159 Albany Av.
Child Rein, 551 Bushwick Av.
Florence Hickman, 410 Chauncey St.
George Weber, 1,488 De Kalb Av.
Leonard Stanley, 407 Evergreen Av.
Miriam Rosen, 140 Ellery St.
Mary McGrath, 1,921 Fulton St.
Paul Kyden, 219 Herkimer St.
Mary Desman, 46 Hamburg Av.
Florence Wolf, 100 Hart St.
George Gallagher, 220 Howard Av.
Giuseppi Russo, 154 Hamburg Av.
Nicola Di Angelo, 30 0Jefferson St.
Lawrence Schlanch, 304 Jefferson St.
Theodore Spindler, 104a Linden St.
Baby Meyers, 228 Linden St.
William Bolkin, 1,231 Lincoln Place.
Baby Shields, 27 Marion St.
Phil Seidler, 283 Wyckoff Av.
Vincent Hoylan, 2,058 Pacific St.
Rosalie Aronson, 39 Stockton St.
Albert Rall, 1,228 Putnam Av.
Harold and Ruth Sheeler, 292 Stanhope St.
Laura Sinnis, 137 Starr St.
Evelyn Feinblatt, 54 Sumner Av.
Leonard Gerstendorfer, 309 Troutman St.
Marion Klein, 111 Truxton St.
Fred Gindlach, 211 Wyckoff Av.
Annie Honik, 125 Fountain Av.
Hyman Tress, 401 Powell St.
Florence Nelson, 537 Crescent St.
Benjamin Berman, 1,900 Douglass St.
Lena Grossman, 686 Glenmore Av.
Dorothy Cord, 944 Glenmore Av.
Albert Mechanic, 456 New Lots Av.
William Gersick, 197 Nichols Av.
Molly Seigelman, 744 Rockaway Av.
Gussie Cohn, 172 Sutter Av.
Irene Grossman, 99 Thatford Av.
Lena Rosen, 448 Williams Av.
Betrah Helman, 5,607 3d Av.
Margaret Mulhearn, care Evans, 5,711 3d Av.
Sylvia Leibowitz, 8,406 18th Av.
Evelyn and Johanna Freedman, 67 Bay 28th St.
Joseph Porto, 126 Bay 35th St.
William R. Hawthorne, 1,755 74th St.
Antonio Yazio, 1,402 70th St.
Walter Bishop, 1,204 Bedford Av.
Lowa Kazakewich, 21 Bridge St.
Lucy Finn, 30 Carlton Av.
Arthur McDonald, 14 Clermont Av.
William Shields, 881 Dean St.
E. Weathbery, 400 Douglass St.
—— Boyle, 234 Emerson Place.
Albert Repecka, 79 Hudson Av.
—— Cosgrove, 671a Lawrence St.
Margaret Kelly, 282 Jay St.
Baby Bottisch, 203 Prospect St.
Mary McGinley, 427 St. Mark's Av.
Clementine Bartolomeo, 98 Tillary St.
Herbert McChenney, 1,135 Washington Av.
Margaret McConnell, 545 Myrtle Av.
Consentina Servello, 15 E. 3d St.
Alfredo Pugliese, 191 8th St.
Harold Grenning, 358 12th St.
Frances Petrovsky, 131 20th St.
Molle Witther, 3,221 Mermaid Av.
Bennie Velafugo, 1,411 Neptune Av.
Pearl Abberbach, Sea Cliff Inn., Surf Av. bet. 32d and 33d Sts., Coney Island.
Hildeade Hespelar, 1,046 East 3d St.
Milton Bodnick, 2,824 West 9th St.
Roy Peperberg, 1,736 West 9th St.
Betty Nixon, 381 East 10th St.
George Williamson, 590 East 59th St.
Mary Williamson, 590 East 59th St.
Fannie Meyer, 1,231 West 40th St.

DEATHS—BROOKLYN.

Robert Anderson, 27 East 4th St.
Mary Gabriel, 1,498 De Kalb Av.
Herbert McClenin, 133 Washington Av.
Lawrence Schlanch, 304 Jefferson Av.
James Criest, 488 Elton St.
Semmy Acerra, 128 Hudson Av.
Harold Bianchi, 2,027 West 7th St.
Ruth Cohen, 27 Floyd St.
George Williamson, 590 East 59th St.

NEW CASES—QUEENS.

Rose Pastore, 78 West Av., Long Island City.
Peter Anggione, 808 Boulevard, Long Island City.
Helen Sabene, 431 4th Av., Long Island City.
Catherine Sabene, 431 4th Av., Long Island City.
Grace Hefferman, 116 Centre St., Astoria.
Mildred Sillkner, 73 Willow St., Astoria.
James Lenno, 87 Broadway, Corona.
Harold Glantz, 124 Home St., Corona.
M. Wild, 60 West Hayes Av., Corona.
H. Rosenwieg, 16 Fairview Av., Corona Heights.
Irene Sworecky, 134 Bowne Av., Corona Heights.
Theodore Kelly, 84 South 23d St., Flushing.
Helen Openisky, 145 Colden Av., Flushing.
Helen Catello, 15 Willow St., Flushing.
Alfred Doran, 142 Grand Av., Jamaica.
Joseph Hendrickson, 27 Willow St., Jamaica.
Christiana Bloomberg, 253 Washington St., Jamaica.
Murray Kennedy, 510 South St., Jamaica.
Ed Valentine, 99 Cumberland St., Jamaica.
C. Tooker, 938 West Attfield St., Dunton.
Harry Carey, 928 Van Deer Pl., Woodhaven.
John Powers, 5,106 Hillside Av., Richmond Hill.
Anna Carlstad, 224 South Oak St., Morris Park.
M. Leiberman, 19 Wygard Pl., Rockaway Beach.
Rita Gennon, 43 Shipley St., Forest Park.
Beatrice Sallick, 71 South Division Av., Rockaway Beach.
Sarah Beiveleiser, 35 3d Av., Rockaway Beach.
Dorothy Hennessy, 2 North Summerfield Av., Arverne.
E. Telffler, 113 North Vernon Av.
Sarah Brady, 38 South Eldert Av., Rockaway Beach.
Gertrude Shelby, 31 East 48th St., Edgemere.
Louise Spoach, 2,306 Parker Av., Ridgewood.
Edward Voehmer, 804 Fresh Pond Rd., Ridgewood.
Anna Cooper, 1,934 Palmetto St., Ridgewood.

DEATHS—QUEENS.

Joseph Wohlpart, 510 Grand St., Astoria.
Elizabeth Lane, Old So. Rd. & Lincoln Av., So. Ozone Park.
Morris Reizen, 9 No. Ware Cliff Av., Arverne.
— Seidenberg, 4 Ferry St., Richmond Hill.
Edna Tress, 715 Van Deer Place, Woodhaven.
Anna Cooper, 1,934 Palmetto St., Ridgewood.
Bernard Liberman, 19 Wygan Place, Rockaway Beach.

DROPPED AS "NO CASE."

Jacob Faber, Bway. & Clinton Av., Little Neck.
George Wallack, 134 Smart Av., Flushing.

NEW CASE—RICHMOND.

Philip Stanval, 15 Bismark Av., New Brighton.

DEATHS—RICHMOND.

Jean Hook, 10 Sherman Av., Ft. Wadsworth.
Margaret Zimmer, 843 Van Duzer St., Stapleton.

Thomas F. Galef of 565 West 175th Street yesterday notified THE TIMES that the Department of Health had made a mistake in listing a case of poliomyelitis at his address.

GOVERNMENT AID IN JERSEY.

Federal Physicians to Assist State Authorities in War on Paralysis.

Special to The New York Times.

WASHINGTON, Aug. 6.—On account of the outbreak of infantile paralysis on the New Jersey coast, the Secretary of the Treasury has directed the United States Public Service to co-operate with the New Jersey health authorities in the same manner as the Public Health Service has been doing in New York. Dr. Frost of the Public Health Service has been ordered to consult with the New Jersey health authorities with regard to plans for a combined Federal and State campaign to check the disease.

A report that the Secretary of the Treasury and Mrs. McAdoo would leave Spring Lake, N. J., on account of the outbreak of infantile paralysis at coast resorts was denied today by friends of the McAdood family, but it was said that litle Tllen Wilson McAdoo, the infant daughter of Mr. and Mrs. McAdoo, together with a grandchild of Mr. McAdoo, had been sent from Spring Lake to Shadow Lawn, the estate of the late John A. McCall at Long Branch, which will be occupied by President and Mrs. Wilson after the adjournment of Congress.

PARALYSIS INVADES A CAMP.

The State Authorities Quarantine 95 N. Y. Children at Deposit.

ALBANY, N. Y., Aug. 6.—A case of infantile paralysis at Deposit, N. Y., in a fresh air camp composed chiefly of New York children, today caused the tSate Health Department to order that the ninety-five children there be quarantined.

Seven other cases of the disease and one death at Otisville were reported to the department today. These brought the total cases in the State outside New York City to 638, and the total number of deaths since the outbreak to 58.

The cases today were reported from Oakland Valley, Otisville, 2; Deposit, Menthe, Pelham, Evan's Mills, and Hurleyville.

36 MORE ILL IN WESTCHESTER.

County Authorities to Ask Fund for an Isolation Hospital.

With eighty-seven cases of infantile paralysis in Westchester County, thirty-six of them reported on Saturday and yesterday, the authorities of the county, it was said last night, had planned drastic action to check further spread of the disease. Five cases were discovered yesterday in North Tarrytown, where John D. Rockefeller lives, and Dr. Amoss of the Rockefeller Institute, said there was no mistake in the diagnosis of any of them. Dr. Amoss also diagnosed yesterday the first case reported in White Plains.

He and Dr. Coles were sent to Westchester County by the Rockefeller Institute, it was said last night, to assist in the fight against poliomyelitis. They were in conference for two days with V. Everit Macy, County Superintendent of the Poor. They told Mr. Macy according to report, that the institute would not aid in the fight against the disease unless the county opened an isolation hospital.

Mr. Macy, who favors the erection of temporary shacks on the Cochran farm recently acquired by the county, will appear today before the Board of Supervisors at White Plains to ask for an appropriation of $30,000 for the purpose. If the money is voted it is estimated that the temporary isolation hospital will be ready for occupancy within a week.

Mrs. S. Henry Marquand of Mount Kisco and other wealthy women first fostered the idea of an isolation hospital and contributed toward the purchase of a hospital in Poundridge, but the authorities objected to the plan and the matter was dropped. Dr. Amoss has used an automobile provided by Mrs. Marquand.

Officials of the County Health Department last night criticized the New York Department of Health for "inefficient quarantine" and alleged that the spread of the disease in Westchester had been due to families coming from Brooklyn.

More than 1,000 automobiles were stopped and turned back yesterday when their drivers attempted to cross the line between Nassau and Queens Counties. Constable Christopher Dennelly of North Hempstead and a corps of assistants strictly enforced the quarantine regulations prohibiting entrance into North Hempstead of children of less than sixteen with out health certificates.

Similar measures in Bayonne, N. J., yesterday caused more than 200 children to turn back, according to report. About fifty regular and special policemen, stationed at all entrances to the city, inspected all automobiles, street cars, and other conveyances.

The City Commission of Trenton, N. J., voted yesterday not to enforce its strict quarantine regulations until next Tuesday, because of inconveniences that would arrive if the order was made effective on short notice. The regulations will prohibit the entrance into the city of non-resident children of less than sixteen years of age without health certificates and will restrain resident children from leaving the city, it was said last night in a dispatch from Trenton.

There were thirty-three new cases of poliomyelitis in Newark yesterday and four deaths. Three new cases were reported in Jersey City.

No new cases were reported in Suffolk County yesterday.

SCHOONER AFIRE IS BEACHED

Crew of Lumber Vessel Rescued at Egg Harbor.

EGG HARBOR, N. J., Aug. 6.—While the two-masted auxiliary schooner Sam and George was proceeding today from Atlantic City to Bass River a back-fire occurred in her engine room, and in a few minutes she was ablaze from stem to stern.

A tow boat put out to her aid and she was towed to the shore of the Great Bay and beached. The tug Erib picked up her crew and then cast a line and brought her in. The schooner had a cargo of lumber and coal and is owned by Frank Matthis of Atlantic City. The pilot was Scott Reynolds, also of Atlantic City. He was badly burned. The loss to the boat is estimated at $7,000.

Hampton Furniture for the Bed Room

ABUNDANTLY freighted with the sense of comfort, quietude and healthful rest is the lavender-laden air of the old-fashioned Georgian Sleeping-chamber, wherein the slender-posted Bed, with its moulded tester, and its valances of flower-besprinkled chintz, dominates, so pleasantly, the quaintly fashioned Furniture.

From the plentitude of their gatherings of sincere Reproductions, the Hampton Shops can offer not only the Furniture of such a room—the painted and lacquered Chairs, the spindle-legged Dressing Table or the Mirror framed in mottled tortoise-shell—but such essential touches of distinction as the hangings and textiles, the carved and gilt wood wall-lights and the graceful Oriental porcelains.

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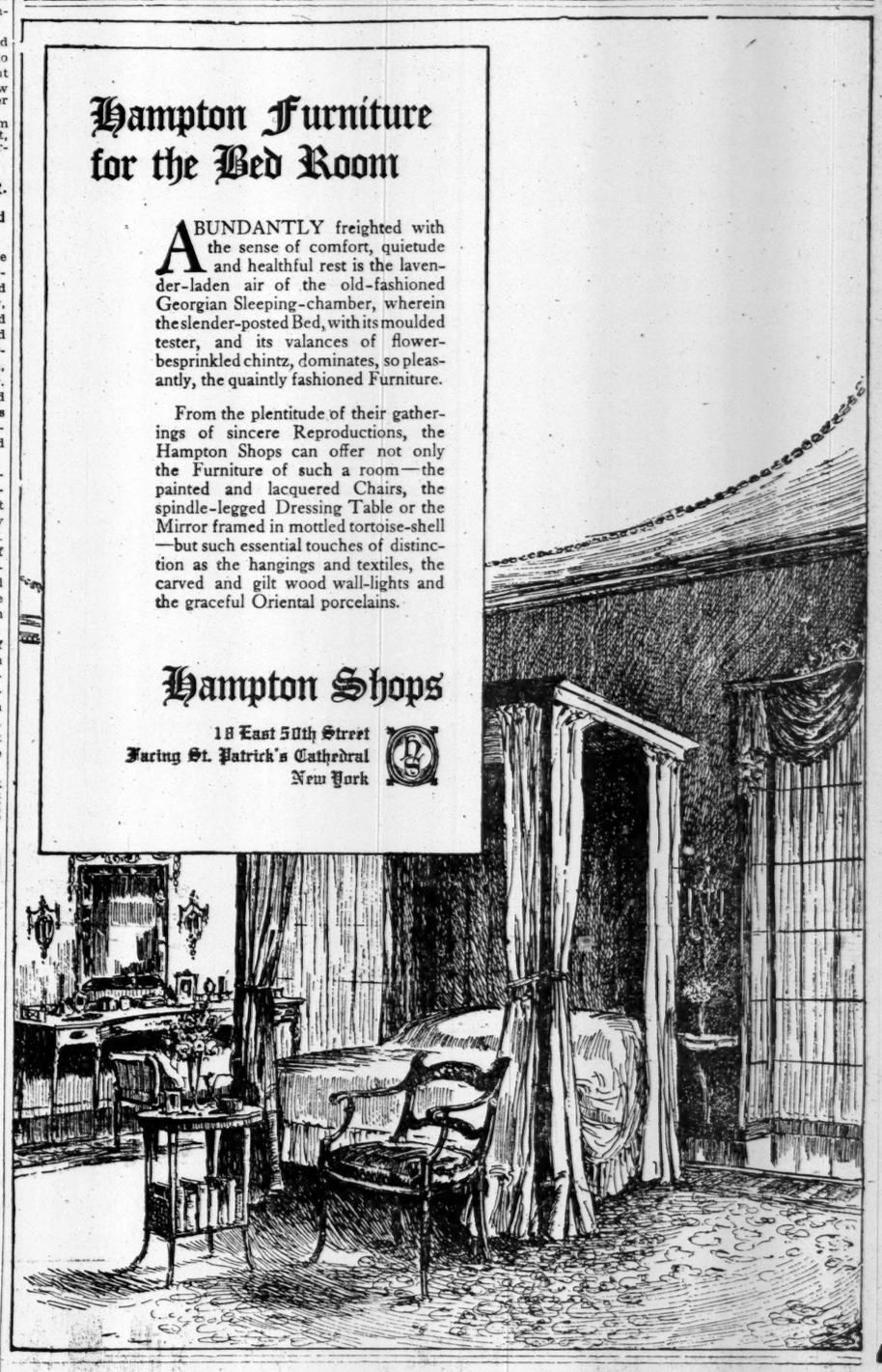

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This edds greatly to the opportunity to select just the desired patterns. There are many $25 to $50 materials still left.

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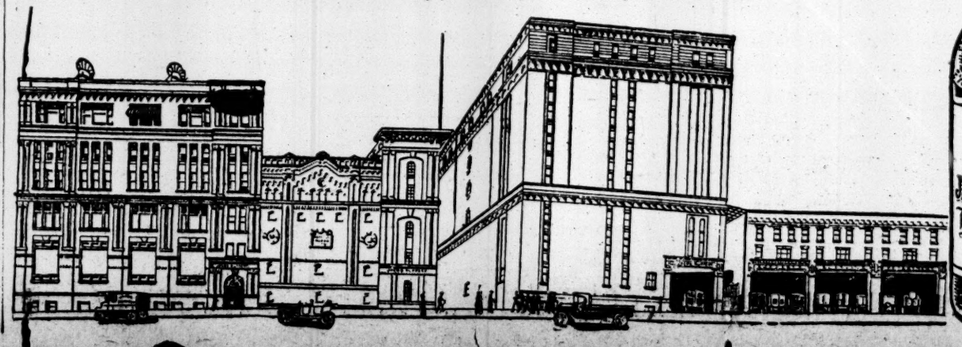

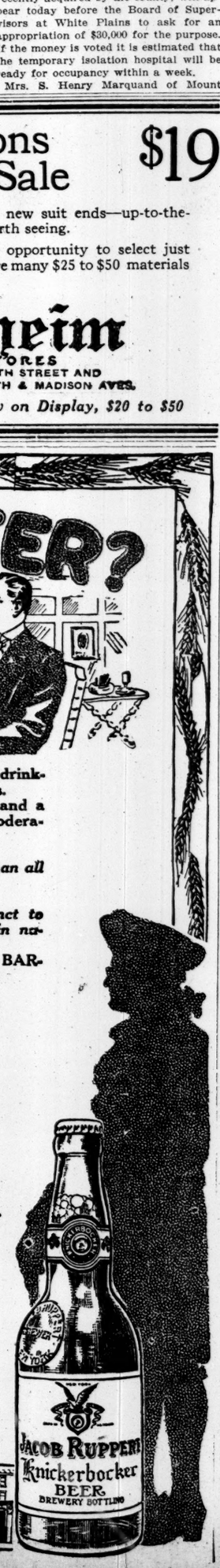

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